

# MINE SHIPS TO 'MERGE'



As a major move in the complete integration of the Royal Navy and Royal Naval Reserve, the mine countermeasures vessels of both will come under one operational command from October 16. One of the benefits will be to provide more R.N. staff support for R.N.R. training at sea.

The changes take place at a time when the Reservists, who have ten MCM vessels, look forward to receiving two commercial stern trawlers at present being adapted to the role of minesweepers specifically for deep armed team sweeping.

This type of vessel has already been tested in the task, and the ships will be known as mine-sweepers steel medium (MSM), possibly the forerunners of purpose-built vessels.

## Powerful

The two ships of the Suffolk class now being converted and expected to be in service on charter by the end of the year have modern, powerful winches and latest electronic aids. They are about 400 tons, with complements of about 24.

Names of the two have not been announced, but speculation is that they may well perpetuate the well-known Reserve names of *Venturer* and *St David*, linked

with the Severn and South Wales Reserve Divisions respectively for many years.

It is seen as a logical step that operational control of R.N.R. ships at sea should — as is already the case with other MCM ships — be with Fleet through the R.N.'s MCM organisation. The result should ensure even closer links with the R.N., and standardisation of routines, including work-up.

Policy, finance, manning and shore training responsibilities remain with CINNAVHOM, and the R.N.R.'s divisional set-up, with its permanent R.N. teams, is unchanged, as is the location of vessels.

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Before re-crossing the Atlantic to take part in the major NATO exercise Northern Wedding, the guided missile destroyer H.M.S. *Fife* made several visits in the United States, including Baltimore and Norfolk. This picture by LA(Phot) Iain Ferguson was taken while she was exercising in the Atlantic (See also Pages 30 and 31)

## New chief of Home Command

As Navy News went to press, it was announced that Admiral Sir Richard Clayton, Controller of the Navy since December 1975, is to be Commander-in-Chief Naval Home Command next March in succession to Admiral Sir David Williams, who is to retire.

Admiral Clayton, who joined the Royal Navy in 1939, has commanded H.M. ships *Puma*, *Kent* and *Hampshire*, and his other appointments have included Flag Officer Second Flotilla.

## Sea Kings save 14

Sea Kings from H.M.S. *Gannet* winched 14 men to safety after their Dutch maritime patrol aircraft ditched in heavy seas off the west coast of Scotland during the NATO exercise Northern Wedding.

The men, who included two from the R.A.F., spent some time in a life raft or clinging to wreckage and were picked up by the Sea Kings and taken to hospital after being spotted by an R.A.F. *Nimrod*.

# UP AND AWAY!

## Ski-Harrier is a star

Widely hailed as star of the show, the Sea Harrier FRS Mark I ascended the ramp which provided the focal point of the airfield at this year's Farnborough Air Show to intrigue and impress thousands of visitors, as well as millions more who watched on television.

Making its international debut, the first Sea Harrier for the Royal Navy, piloted by John Farley, British Aerospace chief test pilot at Dunsfold, demonstrated launches from a 15-degree ski-jump ramp constructed of glider bridge components and erected by the Royal Engineers.

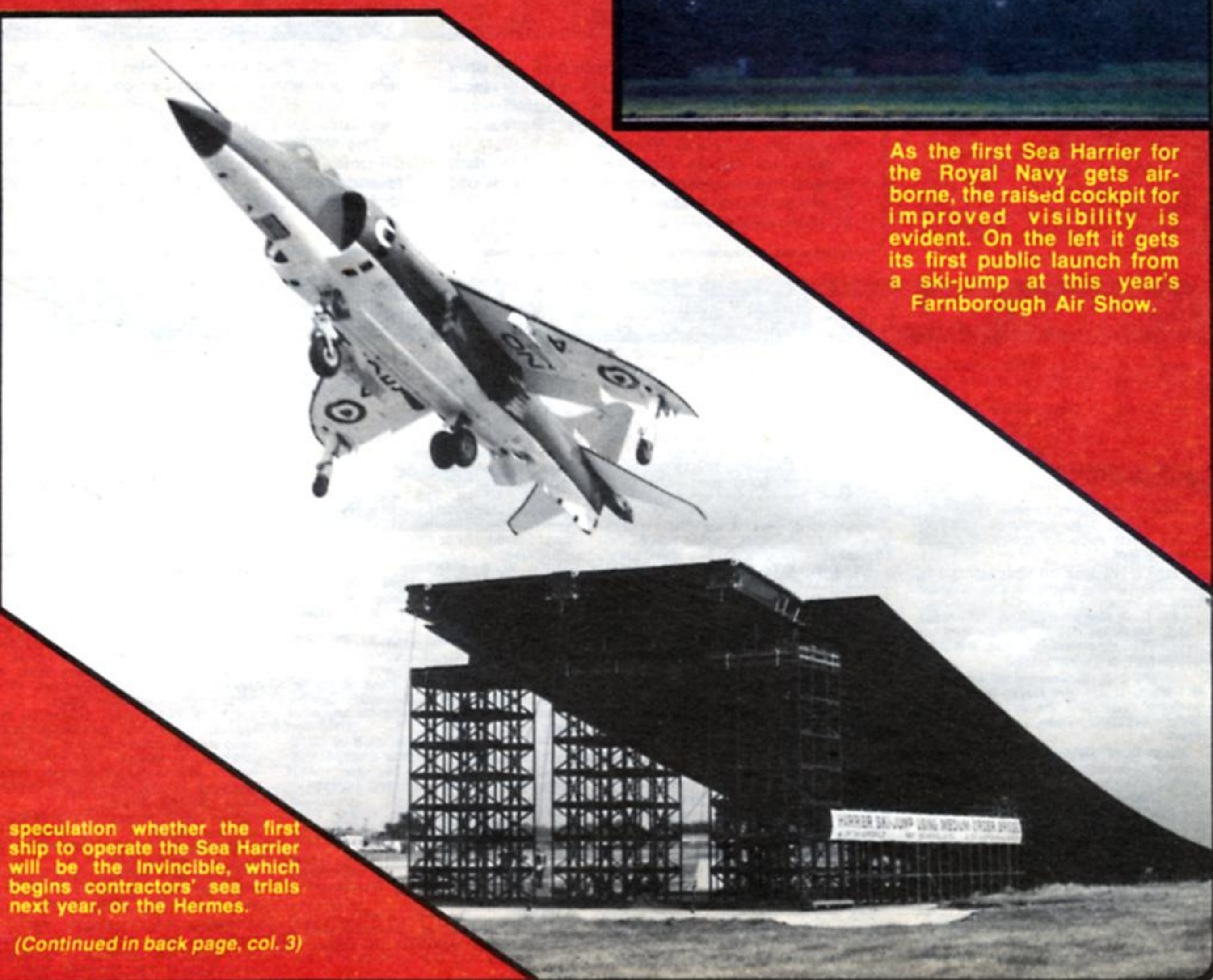
H.M.S. *Invincible*, first of the Navy's command cruisers, will have a seven-degree ramp, while sister ships *Illustrious* and *Indomitable* (favoured name for the third ship) will be fitted with ramps at angles yet to be decided.

### SQUADRON

It is also planned to fit H.M.S. *Hermes* with a ski-jump during her refit scheduled to start next year. In this case the angle is also yet to be decided.

Thirty-four Sea Harriers are on order for the Royal Navy and the Intensive Flying Trials Unit is due to form at R.N. air station Yeovilton next June with R.N. and R.A.F. aircrew and a Royal Navy commanding officer. The first Sea Harrier squadron, No. 800, is expected to form in early 1980, and to embark later that year.

At this stage it is a matter of



As the first Sea Harrier for the Royal Navy gets airborne, the raised cockpit for improved visibility is evident. On the left it gets its first public launch from a ski-jump at this year's Farnborough Air Show.

speculation whether the first ship to operate the Sea Harrier will be the *Invincible*, which begins contractors' sea trials next year, or the *Hermes*.

*(Continued in back page, col. 3)*



# 2,500 miles from Ajax to Ajax

When H.M.S. Ajax, with H.M.S. Active and R.F.A. Resource, arrived at Saint John, New Brunswick, the visibility was so poor that the first sights were the headlights of cars waiting on the jetty to greet the ships.

Among the "reception committee" were the mayor and treasurer of the town of Ajax, Ontario, with their wives, who travelled over 2,500 miles to greet the ship and renew old friendships. The town is named after the Second World War cruiser.

After leaving Saint John the Ajax and the Active transited to Cape Cod Canal on the way to Newport, Rhode Island, where the Ajax fired a 21-gun salute to the President of the United States and a 15-gun salute to the President of the Naval War College, Vice-Admiral J. Stockdale.

## Graves

During the visit to Newport, Capt. Peter Cobb, Captain of the Eighth Frigate Squadron and commanding officer of H.M.S. Ajax, laid a wreath on the graves of nine young Royal Navy aviators killed in flying training at Rhode Island during the Second World War.

A short service was conducted by the Rev. John Zimmerman, who attended the original burial service, and the Rev. Chris Bester.

## Canada visit by massed bands

The bands of the Royal Marines School of Music, the Commander-in-Chief Fleet and Flag Officer Naval Air Command — nearly 200 R.M. musicians in all — took part in the Scottish World Festival Tattoo in Toronto, Canada.

The tattoo — Canada's equivalent of the Royal Tournament and Edinburgh Tattoo — is held as part of the Canadian National Exhibition, which this year celebrated its centenary.

During the four-day tattoo, the massed bands, for the last time under the Principal Director of Music, Lieut.-Col. P. J. Neville, played to enthusiastic crowds — over 20,000 nightly. They also took part in a Warriors' Day parade and gave a concert at the Canadian National Exhibition bandshell.

R.N., and the Ajax provided a 15-strong guard.

On the sport and recreational scene a combined Ajax-Active sailing team beat a U.S. Navy team in a heat of the Read Cup, while a 12-man exped. party from the Ajax, led by Lieut. Simon Thomas, spent seven days walking and camping in the Shenandoah Valley and the Blue Ridge Mountains of Tennessee.

Right: Miss Sydney, Nova Scotia — the lovely Wendy McDonald — and Constable Dan Boehner, of the Royal Canadian Mounted Police, honoured these three ratings from H.M.S. Ajax by acting as their guides when the ship visited the Canadian port. The sailors are (left to right) LSTD Taff Radford, POSTD Stan Parry and LSTD Alan Carr.



## WOMAN IN COMMAND



Mrs. Denise St Aubyn Hubbard, the only woman qualified to command a Royal Naval Auxiliary Service vessel, is pictured soon after bringing the 120-ton Portsmouth alongside in H.M.S. Vernon.

Mrs. St Aubyn Hubbard runs her own school of navigation and seamanship at Old Bosham, West Sussex. She joined the RNXS in 1970 and qualified as a mate three years

ago. A qualified Royal Yachting Association examiner, she runs summer courses on her own 32ft. sloop and also delivers yachts overseas for their owners.

The RNXS, which has 3,000 members in 75 units from the Shetlands to the Channel Islands, exists to help the Royal Navy control civilian shipping movements in time of war.

Picture: PO(Phot) Tony Wilson.

## Navy thanks Bristol

Vice-Admiral Sir John Forbes, Flag Officer Plymouth, flew his flag in H.M.S. Hecate during the ship's visit to Bristol.

The Admiral went there to meet local community leaders and thank them on behalf of the Royal Navy for Bristol's enduring hospitality to H.M. ships and those of NATO navies.

For the Hecate the visit offered a welcome break from surveying in the Celtic Sea. A full sporting and social programme was arranged, and members of the ship's company visited Concorde, the famous cellars of John Harvey Ltd., and the large Courage brewery.

Old friendships with local residents and organisations such as the Bristol Police and particularly with H.M.S. Flying Fox, headquarters of Severn Division of the Royal Naval Reserve, were also renewed.

During the visit Cdr. G. S. Gobey took over command of the ship from Cdr. G. L. Hope, who

was escorted from the ship by members of Bristol Police, ostensibly for "parking" his vessel in a controlled zone!

## All change at Chatham and Gib.

It needed an expert to decide which frigate was flying the longer paying off pennant when H.M.S. Plymouth passed H.M.S. Diomedé at Long Reach, near Kingsworth, in the River Medway.

The Plymouth was arriving for a long refit after visits to Canada and the United States. The Diomedé was sailing from the naval base to refit at Gibraltar.

As she sailed up river the Plymouth, with families embarked, fired a 13-gun salute to Rear Admiral Charles Williams — the first salute accorded him by a ship since he took over as Flag Officer Medway.

At Gibraltar the ship's company of the Diomedé transferred to H.M.S. Achilles, which was completing refit there. After trials and work-up the Achilles will return to Chatham for Christmas.

## Finwhale pays off

H.M.S. Finwhale, the Porpoise-class patrol submarine launched in 1959, will pay off on November 6 on return to H.M.S. Dolphin. To mark the occasion a paying-off dance — tickets £5 each — will be held at the Centre Hotel, Southsea, on November 10. Those who wish to attend should contact CPO Richard Dawson, Submarine School Regulating Officer, H.M.S. Dolphin.

## SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should write to the applicant direct.

POWTR R. Harrison, H.M.S. Hecate, due Devonport refit. Will swap for any ship going foreign.

OEMN 1 J. C. Dixon, H.M.S. Lowestoft, drafted Rosyth F.M.G. November 14, over six months. Will swap for Portsmouth draft. Telephone: Portsmouth 694269.

CREL J. Hughes, H.M.S. Ashanti, Portsmouth. Will swap for any ship or shore base, Rosyth.

NAM D. Tibbs, 4K1 Mess, H.M.S. Ark Royal, drafted R.N. air station Culdrose, January. Will swap for H.M.S. Daedalus, Lee-on-Solent.

AB(R) G. W. May, 10 Mess H.M.S. Fife. Will swap for any Plymouth ship or shore base.

LAM C. G. Harrell, 892 Sqdn. 4K1 Mess, H.M.S. Ark Royal, due to join post front line service R.N. air station Culdrose. Will swap for Yeovilton or Portland base.

REM(A) 1 P. N. Tomlinson, 892 Sqdn. 4K1 Mess, H.M.S. Ark Royal, drafted Lee-on-Solent early 1979. Will swap for any sea going ship or shore base, preferably H.M.S. Bulwark.

AB(S) R. M. Ashley, G45 Mess, Keppel Block, H.M.S. Nelson, drafted H.M.S. Antrim, refitting Portsmouth. Will swap for Devonport shore base or ship in refit.

MEM 1 K. M. Banks (AMC) 3G22 Mess, H.M.S. Blake. Will swap for any Devonport ship.

MEM 1 S. Greenley, 3G22 Mess, H.M.S. Blake. Will swap for any ship foreign, or in home waters, or any shore base.

POCEL B. Shaw, PO's Mess, H.M.S. Collingwood. Drafted H.M.S. Mohawk January 1979. Will swap for any Portsmouth ship.

RO 1 (W) J. Shaw, 3M Mess, H.M.S. Sirius, Devonport, due deployment. Will swap for any ship, except Plymouth.

AB(MW) M. D. Jones, H.M.S. Crichton, fishery protection Rosyth. Will swap for any Portsmouth ship.

POMEM G. Davies, PO's Mess, H.M.S. Osprey, Portland. Will swap with Chatham POMEM or PO on communal duties. Telephone: H.M.S. Osprey, Extn 3309.

LCK W. G. Sweeney, 3EA Mess, H.M.S. Dido, Devonport, going foreign, May 1979. Will swap for any ship or shore base, Portsmouth.

AB(R) P. J. Cliff, Cabin 313 Holbrook Block, H.M.S. Neptune, drafted H.M.S. Tartar, January. Will swap for any shore base.

CK S.M. O'Toole, H.M.S. Plymouth, drafted H.M.S. Neptune, November. Will swap for any shore base except Scotland.

ALS Clark, H.M.S. Vernon, drafted H.M.S. Gurkha, January. Will swap for any Portsmouth ship, Plymouth considered.

LMEM M. Riley (ICE), H.M.S. Iveston, based H.M.S. Vernon. Will swap for any hunter — sweeper not Rosyth based.

AB(S) Dunn, H.M.S. Hermes, Portsmouth. Will swap for any Plymouth ship preferably refitting.

LRO(G) D. S. Smith, WT Office, H.M.S. Cambridge, Plymouth drafted H.M.S. Juno, Portsmouth, December. Will swap for any Plymouth ship.

LAM(AE) C. McAlpine, Cabin 12, Grenville Block, H.M.S. Daedalus. Will swap for any Portland or Yeovilton draft.

AB(R) Mackney, 51 Clarendon Gardens, Stone, Dartford, Kent, DA2 6EY. Telephone: Dartford 74314, drafted H.M.S. Euryalus, Devonport, December. Will swap for any Chatham ship.

LSA Wootton, 829 Sqdn. R.N. air station Portland, drafted submarines. H.M.S. Dolphin, November. Will swap for any Plymouth or Portland shore base or ship, Portsmouth considered.

CAF(AE) L. R. Mould, 737 Sqdn. Portland, Extn 3395, drafted Lee-on-Solent (AES) October. Will swap for any Yeovil or Portland draft.

ALRO(G) C. Jewitt, MACC (Duties Section), H.M.S. Mercury, drafted H.M.S. Bulwark, November. Will swap for smaller ship, preferably Portsmouth. Telephone: Petersfield 2761 Extn. 358.

LSTD Bennett, C/o Wardroom Chief Steward, H.M.S. Seahawk, Telephone Helston 4121 Extn. 2124. Will swap for any shore base, Portsmouth or Chatham. Other areas considered.

LCK F. Babbington, 24, McGrigor Road, Rosyth, Fife, drafted H.M.S. Neptune, December. Will swap for H.M.S. Cochrane H.M.S. Caledonia or any Rosyth ship due long refit.

LSTD P. Duffield, H.M.S. Plymouth, drafted H.M.S. Minerva, Plymouth, October. Will swap for any Chatham ship.

REM1 (A) S. Foss, 5G7 Mess, H.M.S. Ark Royal, drafted to R.N. air station Lee-on-Solent early 1979. Will swap for any other naval air station or ship.

LWTR M. M. Rowlands, staff of CINCPACNAVHOME, 12-11 Saumarez Block, H.M.S. Nelson. Will swap for any draft in the West Country, including Portland or Yeovil.

AB(MW) P. Sanderson, H.M.S. Pembroke, Chatham. Will swap for H.M.S. Caledonia or H.M.S. Cochrane, Rosyth.

SEA (M) Holden, 3Q Mess, H.M.S. Newcastle, Portsmouth, due deployment early 1979. Will swap for any Devonport ship, sea-going or refitting.

MEMN1 D. R. Bond, (UWC), 2 Mess H.M.S. Fearless refitting Portsmouth, draft to continue over six months from November 30. Will swap for any ship in re-fit or F.M.G. Devonport.

AB(R) P. M. Brown, 3 Echo Mess, H.M.S. London, Portsmouth, due long refit March. Will swap for any Plymouth frigate or shore establishment.

ALWREN (R) A. M. Mills, H.M.S. St Angelo BFPO 51, drafted H.M.S. Dryad January. Will swap for any draft, preferably R.N. air station or Scotland.

MEM 1 W. Hamilton, 3L Mess, H.M.S. Gurkha, Rosyth. Will swap for any Plymouth ship or shore base.

MEM1 Molloy, Finisterre Block, H.M.S. Collingwood, refitting until March. Will swap for any sea-going ship.

MEM1 I. C. Hall (AMC), Keppel Block, H.M.S. Nelson, drafted H.M.S. Tiger PXO refit Portsmouth. Will swap for any Chatham draft.

AB (R) Easton, 2H1 Mess, H.M.S. Fearless, long refit, November, Portsmouth. Will swap for any ship or shore base.

OEM1 M. J. Penfold, 234 Mess, Anson Block, H.M.S. Pembroke, Chatham. Will swap for any Portsmouth shore base.

LSA J. Lynagh, 4K3 Mess, H.M.S. Hermes, Portsmouth, due deployment. Will swap for any ship/shore base in Scotland.

AB(M) G. Oakes, 14, Torridon Drive, Rosyth, drafted H.M.S. Bulwark, February. Will swap for any shore base or ship in long refit, preferably Rosyth.

STWD T. P. Booth, 7 Mess, H.M.S. Norfolk, due deployment 1979. Will swap for any minesweeper or frigate home waters, preferably Portsmouth.

CEM1 R. Webster, H.M.S. Ariadne, Devonport, member of STANAVFORLANT. Will swap for any Chatham draft.

POMEM J. G. Tartaglia, (BWC), PO's Mess, Nile Block, H.M.S. Nelson. Drafted to H.M.S. Bulwark. Will swap for any Plymouth shore base or ship, preferably frigate.

GEM 1 Evans, 6 Mess, H.M.S. Lowestoft. Will swap for any Devonport sea-going frigate, preferably due deployment.

GEMN1 J. C. Forrow, 9 Lennox Close, Alverstoke, Gosport, drafted H.M.S. Zulu, Rosyth, March. Will swap for any sea-going or refit ship, Portsmouth.

LREM F. W. Elder, 98, Williams Close, Rowner, Gosport, Hants, serving on H.M.S. Bulwark, Portsmouth. Will swap for any Scotland draft.

OEMN1 Startup, F.M.B. Devonport, drafted to H.M.S. Achilles as 4.5 maintainer. Will swap for any Devonport frigate.

AB (R) K. Hall, 13 Mess, H.M.S. Bacchante to visit the U.S. next year. Will swap for any Devonport ship in long refit or any Devonport base.

WRD1 J. P. Roden, RN Common, Faslane, Telephone: Helensburgh 4321 Extn. 584. Drafted Common Whitehall, February. Will swap for Yeovilton, Devonport or any draft in area.

ALMEM S. J. Quinney, 3L Mess, H.M.S. Gurkha, Rosyth. Will swap for any Leander frigate.

NAM1(A/E) G. L. Stewart, 3F Mess H.M.S. Juno, due to join H.M.S. Daedalus January, will swap for any Portland draft.

CK A. Laker 3R Fwd mess H.M.S. Bristol, will swap for any ship or shore establishment in Rosyth.

AB(M) Haley, 3E Mess, H.M.S. Apollo, Portsmouth. Will swap for any Portsmouth shore base or ship in refit.

OEM G. D. Orr, 103 Mess, H.M.S. Cochrane, Rosyth, drafted H.M.S. Falmouth (Portsmouth) December. Will swap for any Rosyth ship, preferably frigate.

AB(S) D. Tilsley, Sailing Centre, H.M.S. Vernon, drafted H.M.S. Orkney, December. Will swap for any Portsmouth-based ship.

LSTD D. Austin, 4R2 Mess, H.M.S. Ark Royal, drafted H.M.S. Apollo January. Will swap for any Chatham-based ship or Portsmouth frigate.

ALMEM Smith, Fearless Block, H.M.S. Sultan, serving on board H.M. Training Ships, Diamond and Russell (D.B's) until February. Will swap, Plymouth area if available.

REMI A. Rose, H.M.S. Forrest Moor, Darley, Harrogate, North Yorks. Will swap for Devonport base, or ship.

## Eskimo's investors

Merchant banker Mr. Ian Sclater, who handles investments for the Sailors' Fund, had the opportunity to talk to sailors in H.M.S. Eskimo when he took passage from Chatham to Portsmouth.

As well as learning about life on board, he listened to a number of ideas about the Sailors' Fund. And it is even rumoured that several members of the ship's company have now worked out their own future investment programme.



## FILMS FOR THE FLEET

# How the Navy put Peter's nose out of joint

Portraying a sailor came almost naturally to Peter O'Toole when he played Robinson Crusoe in "Man Friday," which provides a new twist to the Daniel Defoe classic.

For like the Scottish sailor Alexander Selkirk, who became the 18th Century prototype for the Defoe model, Peter was once a member of the Royal Navy.

He was 18 when he was called up for National Service, spending two years as a signalman and decoder in submarines. He has to admit, though, that his experiences in the Navy did not teach him much.

"I always seemed to get into trouble," he said. "For instance, I could never remember to use correct nautical terms. My superiors kept getting mad at the things I said."

Who else but Peter O'Toole would call funnels "chimneys" and the deck "the floor?"

"The officers didn't seem to be amused," he said. "Mistakes like that weren't exactly conducive to good relations."

## Roistering

He refuses to be drawn on whether these were genuine errors or simply his impish Irish sense of humour, but the roistering O'Toole does agree he has one reason for being thankful to the Royal Navy. His nose was broken in a fist fight.

"They straightened it out for me," he grinned.

The real Alexander Selkirk was master's mate of H.M.S. Weymouth when, years after his experiences as a castaway on a desert island, he died at sea in 1721, aged 45.

"Man Friday," in which O'Toole co-stars with Richard Roundtree, is one of eight films on the latest list of releases to the Fleet by the Royal Naval Film Corporation.

## The list

Here is the full list:—

**One on One (A)** — Robby Benson, Annette O'Toole. Story of how a schoolboy basketball star surmounts the obstacles of a four-year athletics scholarship. Columbia-Warner. No. 565.

**Sicilian Cross (AA)** — Roger Moore, Stacy Keach. When a lawyer of a powerful Mafia member is offered a large sum of money to investigate a

mysterious incident, it leads him to his father's murderer. Hemdale. No. 566.

**The World's Greatest Lover (A)** — Gene Wilder, Carol Kane, Dom Deluise. Hollywood, 1926 — a film studio boss holds a contest to find the world's greatest lover to rival Rudolph Valentino. Fox. No. 567.

**High Anxiety (A)** — Mel Brooks, Madeline Kahn, Cloris Leachman. Comic view of the thrill-packed world of Alfred Hitchcock; the story of an innocent man trapped in a web of suspense and fear. Fox. No. 568.

**Tomorrow Never Comes (X)** — Oliver Reed, Susan George. A girl is held hostage by her former lover and a police lieutenant, weary of violence and corruption, has a day left in his present job before he returns to the calm of his home town. Rank. No. 569.

## Romantic

**Man Friday (A)** — Peter O'Toole, Richard Roundtree. The story of Friday's extraordinary experiences when he was captured by Robinson Crusoe. ITC. No. 570.

**The Stick Up (A)** — David Soul, Pamela McMyler. Romantic comedy set in Devon (with Royal Navy "extras"). A young American on his way to London to meet an acquaintance who plans to steal jewels from an armoured truck is side-tracked by a young lady he befriends. Trident Barber. No. 571.

**Holocaust 2000 (X)** — Kirk Douglas, Simon Ward. Science-fantasy drama not to be confused with a recent television series about the Nazis. A thermonuclear power plant being built in a desert sets the scene for a series of strange events thought to be linked with ancient writing predicting that the world will be destroyed in a rain of fire. Rank. No. 572.



O'Toole as Crusoe in 'Man Friday'



Stephen McHattie and Susan George share a tender moment in "Tomorrow Never Comes."

# HELLO . . . GOODBYE

## What a cheeky welcome!

Warm greetings awaited Rear-Admiral Peter Herbert, Flag Officer Carriers and Amphibious Ships, when H.M.S. Ark Royal arrived in Norfolk, Virginia.

Doing the honours here are Miss Hospitality and Miss Norfolk, part of a Norfolk Chamber of Commerce welcoming team, who also greeted Rear-Admiral R. M. Burgoyne (Commander British Naval Staff, Washington), Rear-Admiral M. La T. Wemyss (Flag Officer Second Flotilla) and Capt. E. R. Anson, commanding officer of the Ark Royal.

Rear-Admiral Herbert, who had transferred his flag to the Ark at sea in the Norfolk exercise areas, completed his first fixed-wing launch and carrier deck landing on the Ark in a Gannet of 849b flight on August 31.

It was his first visit to the Ark since taking up his appointment.



## ONLY THERE FOR THE BEARS

During the deployment to America, members of 809 Naval Air Squadron completed a long hike on the Great Smokey Mountains section of the Appalachian Trail, having driven 550 miles into North Carolina from Mayport, Florida.

On a 45-mile high-level stretch of the trail the walking party had to sleep in shelters reinforced with steel mesh as protection against black bears — a natural hazard in the area.

## Ark leaves States for the last time

After a seven-day visit to Norfolk, Virginia, H.M.S. Ark Royal sailed sadly from the United States for the last time to a tear-jerking farewell from her American "fan club."

Her Royal Marines band competed with the band of the C-in-C. U.S. Atlantic Fleet on the jetty, on which a score of American servicemen held a huge banner reading "Harbour Service Launch 32 says 'Keep the Ark afloat, the rain may be coming'."

The Ark left her berth alongside the mighty U.S. carrier Nimitz, preceded by the rest of a R.N. force consisting of H.M. ships London, Fife, Ajax, Active, Charybdis, and Plymouth and R.F.A.s Lyness and Olmeda, for 35 days at sea.

Common Effort, an Anglo-American exercise in which a large U.S. amphibious force and an underway replenishment group was escorted across the Atlantic, was followed by the major NATO Exercise Northern Wedding.

During the stay at Norfolk British and United States staffs

had met for briefings on the exercises as many of the Ark's company went on sightseeing tours of New York, Washington, D.C., and other places.

The considerable variety of sports arranged during the visit included donkey softball, in which donkeys are ridden between the bases.

## Beards

Still on the lighter side, almost 1,000 of the ship's company entered a beard-growing contest as the Ark left the States. The ship's chaplain organized a grand handicraft competition and a raffle — with possible prizes of three cars — attracted growing interest as the end of the deployment drew nigh.



## DRAFTY'S CORNER

It is clear from the many questions directed at Drafty's advancement and promotions offices that although most ratings are interested in their prospects, the majority have only a very hazy idea of how the advancement and promotion system works. The answers to specific questions become clearer if the basic facts are understood.

In the first place, except for non-roster advancement — to able rate in the non-technical and first class rate in the technical branches — a vacancy in the higher rate must occur before an advancement or promotion can take place at all.

For there to be a vacancy, the number holding the higher rate — the bearing — must drop below the number allowed to hold the rate — the authorized number. This can either come about by a decrease in the bearing or by an

increase in the authorized number.

The bearing can decrease for a number of reasons, including releases from the service, advancement to a higher rate and reversion or disrating to a lower rate. None of these can

be predicted with absolute accuracy.

For instance, ratings nearing the end of an engagement may suddenly decide to re-engage; those who have given 18 months' notice may rescind their notice. However, forecasting techniques are available and there is a good chance that this difficulty will not be a source of major error.

The authorized numbers are issued annually by MOD and give the permitted number of each rate in each branch for the financial year.

These numbers are calculated from the requirement, which is the number of ratings needed in each rate and branch to fill all sea and shore billets, plus allowances for those undergoing training courses, in transit between one billet and another, on terminal leave etc.

The requirement is not a constant figure. As the Navy's tasks change and as one class of ship is replaced by another, the number of billets for each rate changes, and so the requirement changes.

As this happens, the authorized numbers also change, and coupled with the changes in bearing, it means that advancements and promotions are not likely to occur at a steady rate, but, as this is not a state of affairs with which the MOD is content, read on to the end.

Drafty is often asked by a divisional officer when a particular rating is likely to be advanced. To make an estimate of this involves taking his current position on the roster, considering the likely authorized number and the rate at which the bearing in the higher rate will probably reduce.

It is always stressed that this is only a forecast because, for the reasons explained earlier, the basis of this calculation can change before the estimated advancement date.

Five promotions to flag rank are announced in the latest appointments lists.

Capt. P. E. Bass, who became Director of Naval Manning and Training (Engineering) in 1975, is to be promoted rear-admiral and to be Flag Officer and Port Admiral Portsmouth in January.

His previous appointments have included weapons electrical engineer officer in H.M. ships Lion and Tiger, and Captain Weapon Trials.

Commodore P. M. Stanford is to be Flag Officer Second Flotilla in the acting rank of rear-admiral in December and to be promoted to substantive rank in January.

His appointments have included command of H.M. Ships Grafton and Brighton, and executive officer of H.M.Y. Britannia. From 1974 he commanded H.M.S. Hermione before becoming Secretary of the Chiefs of Staff Committee.



Smiles



"No No!  
I was  
after  
a RATE,  
not a  
mate!"

1973. However, in 1977 the numbers selected increased considerably and they are up again this year.

Nevertheless, this fluctuation was not the fault of the promotion system itself. Under the old system of roster advancement to CPO, the average age on promotion to CPO was 38. When the FCPO rate was introduced, it was realized that the average CPO had no hope of attaining three years' seniority to be eligible for selection to FCPO, before going to pension at the age of 40.

It was necessary therefore to reduce the average age on promotion to CPO and it was decided that ideally the average CPO should be promoted at 33.

In this way the average CPO would be eligible to be considered for promotion to FCPO at 36 and have at least three chances of selection before his 40th birthday.

This average age was achieved almost from the outset, but this side effect was that the "roster advanced" CPOs, who, on average, went to pension after two years in the rate were replaced by "selected" CPOs who were not due to go to pension for seven years.

The inevitable result was that for five years the number of annual vacancies for CPO was depressed, but we have now reached the stage when the number of CPOs going to pension each year is getting back to its previous level and this should be reflected in the number of annual vacancies.

No one believes that promotion opportunities should continue to fluctuate as they have in the past. A good deal of work is going on to try to resolve the very many factors which affect the achievement of an even flow.

There has been some success in getting a smoother requirement and there are the beginnings of movement towards a smoother intake and progression up the ladder.

The aim is to be able to give — particularly to those approaching advancement to PO — a much clearer idea of their chances of getting the CPO and warrant officer. But it is not easy and that happy state will not be achieved for quite some time yet.

# Some points about promotion

A further complication in forecasting advancement dates occurs if the rating concerned is on a normal roster and is in a position to be awarded merit points twice a year.

If between the time the forecast was made and the estimated date of advancement he is awarded more merit points than the ratings just ahead of him on the roster, he may overtake them and reach the top of the roster earlier than expected.

## Overtaken

On the other hand, if he receives fewer points than those just below him on the roster, he may be overtaken and take longer to reach the top.

In general, a forecast advancement date becomes less reliable the further ahead

it is in time, as there are more uncertainties to be taken into account.

Some indication of how a roster is behaving can be gathered from the monthly points leaders printed in Navy News. However, you must treat any forecast advancement date as no more than a guide.

Another point that has been raised with the promotions office is the concern felt by a number of petty officers that the number of annual selections for promotions to CPO seems to have dwindled since the promotion system was introduced. Disillusionment with the promotion system itself has been expressed.

It is true that the number of annual selections did decrease quite dramatically after the first two annual selection boards, reaching in 1976 a figure of less than half that of

## APPOINTMENTS

### Five new admirals

Capt P. W. Greening is to be Naval Secretary in the acting rank of rear-admiral in November, and is to be promoted to the substantive rank in January.

While commanding H.M.S. Lewiston, he was also senior officer 2nd Minesweeping Squadron, and he has also commanded H.M. ships Jaguar and Aurora. He has been Captain Naval Drafting, and in 1976 was appointed to command B.R.N.C., Dartmouth.

Capt. W. A. Waddell is to be promoted rear-admiral and appointed Flag Officer Admiralty Interview Board in January. He will succeed Rear-Admiral J. A.

Bell as Chief Naval Instructor Officer in November before taking up his appointment in January.

He has served as a flotilla instructor officer and flotilla meteorological officer, and later at R.N. College Greenwich he was Director of Studies and Dean of the College. He became Deputy Director Naval Education Service in 1975 before becoming Director of Naval Appointments (Instructor Officers).

## GIBALTAR

Capt. J. A. Beadon, Superintendent R.N. Aircraft Yard Fleetlands, is to be Head of the Aircraft Department (Naval) from

November, being granted the acting rank of rear-admiral on November 2. He is to be promoted rear-admiral on January 7.

Rear-Admiral G. I. Pritchard is to be Flag Officer and Port Admiral Gibraltar and Commander Gibraltar, Mediterranean in January. He has commanded two frigate squadrons and was the first Captain of the School of Maritime Operations at H.M.S. Dryad before becoming Flag Officer Sea Training in 1976.

Other appointments recently announced include: Commodore J. A. B. Thomas, Commodore Naval Ship Acceptance October 2, and as Director of Naval Equipment in continuation.

Cdr. N. J. Hill-Norton, Capt. Fishery Protection and C.S.O. (Fishery Protection) to FOSNI October 17 (Granted acting rank of captain before promotion from December 31).

Cdr. M. D. Sizeland, Royal Arthur in command, December 19.  
Lieut.-Cdr. C. J. H. Richards, Bideston October 31 and in command.  
Lieut.-Cdr. M. P. Gilbert, Oberon October 3 and in command.  
Lieut. R. D. Howse, Wolverton April 20 and in command.

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Chesterfield	£8.40	£4.35	Easton	£3.80	£2.25
Nottingham	£7.80	£4.60	Portland	£3.80	£2.25
Leicester	£8.90	£4.05	Weymouth	£3.80	£2.25
Northampton	£5.80	£3.40	Dorchester	£3.80	£2.25
Blackpool	£10.50	£6.15	Wimborne	£3.80	£2.25
Manchester	£9.30	£5.45	Swansea	£7.50	£4.45
Warrington	£9.30	£5.45	Cardiff	£6.60	£3.90
Liverpool	£9.30	£5.45	Newport	£6.20	£3.65
Birkenhead	£9.30	£5.45	Bristol	£4.60	£2.70
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Stafford	£7.50	£4.40	London	£4.00	£2.35
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Wolverhampton	£8.00	£4.05			

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# SHIPS OF THE ROYAL NAVY

No. 275 — H.M.S. EGERIA

## We've gone a long way since Capt. Cook . . .

Television may have opened up the exciting world of underwater exploration but the seas were being explored, surveyed and charted by Royal Navy ships from the time Capt. James Cook set out on his voyage of discovery over 200 years ago.

What has changed is not so much the task as the means by which it is accomplished. The 19th Century sloop Egeria, for example, a predecessor of the present inshore survey ship, H.M.S. Egeria, could not have foreseen that her successor would be equipped to get a panoramic view of the sea bed when searching for wrecks and other obstructions.

The Egeria, launched at Pembroke in 1873, did survey work in the East Indies, South West Pacific and off the China Coast. From 1897 until 1910, her task was concentrated off Vancouver Island. Her work there still forms the basis of many navigational charts still in use.

The present H.M.S. Egeria, with her sister ships Echo and Enterprise, works nearer home charting the shallow waters off the east coast of England and Scotland. Together they make up the Royal Navy's Inshore Survey Squadron, based at Chatham.

The Egeria's role is to provide information for the preparation of Admiralty charts of coastal waters and harbours. To do this she is equipped with echo sounders to measure the depth of water as well as side-scanning sonar which gives a view of the sea bed when locating wrecks.

### Sophisticated

In addition the Egeria has wire sweeping gear to establish least depths over wrecks. Her position may be fixed either visually or by a variety of sophisticated radio fixing aids. An 18ft. survey motor boat is carried fitted with its own surveying equipment to enable the Egeria to complete a survey to shoreline.

Built by William Weatherhead and Sons Ltd., at Cockenzie, East Lothian, the Egeria was launched in 1958. Her deck and sides are of mahogany, her keel and stern of elm, stringers and deck girders of Douglas fir and her superstructure of teak.



With the Echo and the Enterprise she is engaged at present in a major surveying project the updating of marine charts covering 340 miles of sea from Spurn Head to Whitby. The survey which will continue into 1979, will give special attention to the 350 or so wrecks listed in the area.

H.M.S. Egeria, commanded by Lieut.-Cdr. T. R. Hallpike, is



### Facts and figures

Displacement: 120 tons. Length: 107 ft. Beam: 22 ft. Propulsion: Two 350 h.p. Paxman diesel engines driving two, four-bladed variable pitch propellers. Complement: Two officers (both Hydrographic Surveyors), two senior ratings and 14 junior ratings.

### Million sellers

The Inshore Survey Squadron, H.M. ships Egeria, Echo and Enterprise, forms part of the Navy's fleet of 13 specialist hydrographic surveying vessels.

Surveys carried out by the Royal Naval Surveying Service are used, with data received from other sources, to update Admiralty charts produced at the Hydrographic Office at Taunton, Somerset.

The 3,200 navigational charts in the Admiralty series, giving world-wide coverage, are corrected up to the date they leave Taunton and are sold through a network of agencies throughout the world.

Once sold, charts are kept up to date and corrected by reference to "Admiralty Weekly Notices to Mariners" which are distributed to major ports and authorities all over the world.

Last year £6 million worth of charts and hydrographic publications were sold by the Hydrographer's Department, over 70 per cent. for export.

## . . . BUT THE AIM IS STILL THE SAME

painted in survey ship colours of white with buff upperworks.

She is named after a nymph of Aricia, in Italy, who was courted by Prince Numa and became his wife. When he died she was so grief stricken that she dissolved into a fountain of tears. Egeria later became a divinity of childbirth, represented today by the stork from which the ship's commissioning pennant flies.

### Commandeered

The Egeria is the fourth ship of the name and the second surveying ship. The first H.M.S. Egeria was a sixth frigate of 26 guns built at Bridport in 1807, and broken up in 1860. The next, a sloop, became a survey ship before being sold in 1911. The third Egeria (ex Bellona) was a minesweeping trawler commandeered between 1939 and 1945 and subsequently returned to her owners.

H.M.S. Egeria's crest consists of a lion's head with a stream of water flowing like a fountain.



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Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (mine-layer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora, Bacchante, Barrrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Canysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedea, Dreadnought, Duchess, Dundas,

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, File (pre-mod), File (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Fort Grange, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecia, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarmton, Monkton on one postcard), Hubberton, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistoun,

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod.), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Lifford, Loch Fada, Loch Kilsport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyndstone, Lynx (mod.), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Naisid, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Otter, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Pallas, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpoll, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyll, Roebuck, Rorqual, Rothesay, Russell,

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoultton, Sidesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Striker, Stromness, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu,



# LONG WAIT FOR MOVE MONEY

Returning from the Far East, I had five days left to vacate my quarter in Portsmouth and take over my next quarter in Plymouth.

On the day of my arrival in the U.K. my wife met me, bringing with her three quotes for removals. Having been told that I could not get a cash advance to meet the removals costs, I paid for the removals five days later and within two weeks had completed and returned all the forms.

That was almost three months ago, and I am wondering if this is the normal waiting period. It seems an excessive time to recover money which could be earning interest in a building society. Why so long?

Leading Cook

BFPO Ships

● In general terms (and not knowing all the facts of this case), three months is regarded as longer than normal for payment, particularly if the claim is straightforward and there are no postal delays. We are also told

## Assistance to authors

Mr. Ed Gordon, 58 Northern Parade, North End, Portsmouth, PO2 8NE, who is writing a book on the Second World War exploits of H.M.S. Penelope ("Pepperpot") would welcome stories from former crew members.

Mr. G. L. Green, 104 Pitshanger Lane, Ealing, London, W5 1QX, would be interested to hear from Jews who served in the Royal Navy, and from personnel who served with Jews — in particular under Cdr. R. Jessell, DSO, DSC.

## Start Ark ■ appeal

In an effort to save H.M.S. Ark Royal from the scrapyard, may I suggest that a national appeal be made for everyone who served in her to contribute a minimum of £1, with no maximum.

I did my national service in the Ark, 1956-58, and was pleased to be part of her crew. I would willingly contribute towards such a fund.

Robert Stephen  
(Ex-EMI 4K1 mess)  
Beckenham, Kent.

● The thought of scrapping also provoked an emotional poem from readers Jacqui and Kay Easton, of Dagenham. Space precludes the printing of it, but the Editor thanks them for their interest.

that, subject to a few conditions being observed, it is possible to have an advance of pay not more than the lowest tender — Editor.

# Not good enough to be ferry deck hand

— ex-CPO

I came out to pension in March 1973 as a chief boomer. I have been unemployed for the last six months and jobs in this area are hard to come by, so last week when I saw an advert in the local paper for a seaman for seasonal employment on the Islay ferries I thought at last this was something I should have a good chance of getting.

When they asked what qualifications I had, I said "Twenty-five years in the Royal Navy" and was astonished to hear the reply "No good." I then said I was a seaman chief petty officer. He said "No good

at all." He then said I needed at least an E.D.H./Lifeboat cert. When I asked where I would get these I was told to join the Merchant Navy for two years.

To think that as cox'n in my last ship I stood bridge watches and yet am not qualified as a seasonal deck hand on a small ferry seems to me a completely farcical situation.

By Lochilthead,  
Argyll

A. H. Colthart

## LETTERS TO THE EDITOR

# Hire tenants are not all vandals!

Regarding the hiring out of private homes, I feel I must write to put "the other side of the coin." In 1976, while living in our own home in Cowplain, near Portsmouth, my husband was drafted to Scotland.

## No offence to 'chatty' Prince

"And how are the Wrens, asks the chatty Prince," was your heading of a photograph of the Prince of Wales (September).

I hope the reference was to H.R.H.'s friendliness, and not to his appearance, because "chatty" as a nautical adjective (certainly in his father's, grandfather's, and great-grandfather's day) means "any seaman who is untidy or careless in his appearance."

Perhaps it was a wry reference to the fact that H.R.H. appeared in an Army uniform.

R. J. Bassett  
(Cdr. R.A.N., retd.)  
Albrighton,  
nr. Wolverhampton.

● The English was pure, with no offence to H.R.H. (though of course he does look much better in naval uniform) — Editor.

## G(SEA)E ■ thoughts

Reading the September issue about "G(SEA)E for Jack" set me thinking. Will it be of use should the person holding one of these "O" levels wish to join the Merchant Navy?

Will the new Department of Trade recognize the new "O" level in seamanship, and also why can't the R.N. get its AB certificates recognized by the Department of Trade for anyone wishing to join the Merchant Navy after leaving the R.N.?

Topsy Turner  
(Ex-L/seaman)

Reading, Berks.

## Surrender ■ desk set

As an ex-naval type I am sending you a copy of a photograph which appeared in the Pacific Post newspaper in 1945. (The picture is of OA M. G. Shears and ERA W. T. Fellowes, with the inkwell, pen and paperweight made by the ERAs and shipwrights of H.M.S. Anson for use at the Hong Kong surrender of the Japanese).

I have often wondered where the pieces went.

H. G. Shears

Gillingham, Kent.

## HELP US FIND YOUR REPLACEMENT.

Finding new recruits for the Royal Navy and Royal Marines isn't just a case of signing up every young lad who comes along.

We need youngsters who are bright and keen and interested in the Service. To find them, we need men with experience and judgement. Men who can spot a promising young recruit underneath his long hair and his jeans.

If you are a FCPO, CPO, WO or C/Sgt RM, coming up for retirement, perhaps you would like to continue your naval service as a Careers Adviser.

You'd probably be based in one of the 62 Careers Information Offices.

As well as interviewing young men, you could be involved in local publicity work and liaison with schools and youth organisations.

You'll enter at the same rank that you leave the Fleet, and after three years you could be eligible for promotion to Lieutenant.

It's a responsible job, for as well as selecting new recruits, you must also give them an accurate picture of the Service they will be joining.

If you think you're the person to start young men on their new careers, and start on one yourself, details are available in DC1 RN 192/78. Alternatively, get an information booklet from your local Resettlement Officer or direct from the Directorate of Naval Recruiting, Room 103 AB (N) OAB, Old Admiralty Building, Spring Gardens, London SW1A 2BE.

**ROYAL NAVY AND ROYAL MARINES CAREERS SERVICE.**

Our building society agreed to letting our house provided that the gross rent covered mortgage repayments, which at the time were £74 per month.

The Ministry of Defence rates came nowhere near that figure, but on the advice of an estate agent we let the house to an Australian naval family at £125 per month. After tax deduction, payment of rates, etc., we just break even in paying for our hiring in Dunfermline.

Perhaps we have been lucky with our tenants, but there has been no damage. The place looks as it did when we left.

My husband and I chose hirings in preference to married quarters, and in the three we have occupied we have never been charged for anything more serious than a small stain on the dressing table. That cost us £5!

There are plenty of careful tenants around. Please don't think that all hiring tenants are vandals.

May I add that, despite the name, we are not Scottish, but waiting to catch Drafty's eye to get back south again.

A. Mackenzie

Dunfermline.

## Wrong job ■ description

Like W. Hynes (August issue) I too feel dissatisfied at the Royal Navy's job description sheet, which aims to show prospective employers what our work capacity is. To me, the job description sheet issued to members of the Engineering Branch is an insult.

I joined the R.N. in 1968 as a junior stoker, and am shortly leaving as a leading stoker.

Having served in submarines since 1972, I have found, like my counterparts, that jobs have been far from simple, and requiring tools that could hardly be described as simple.

As new responsibilities are added, let us not forget to change the job descriptions with them. The Engineering one must be a decade behind already.

P. L. Edwards (LMEM)  
Gosport.







**BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH**

# Beards can be a gas

One point I have yet to see raised in discussion about full beards and moustaches in the Royal Navy is that the Anti-Gas Respirator S6 Mk II, with the atmospheric seal, does not work when the wearer has a full beard.

I have to get someone who is clean-shaven to go through in mine for gas-chamber tests. During NBCD exercises where gas sprays are used, it means I have to spend some time living in my own little gas-filled environment.

It would be cheaper to allow moustaches than to have a new gas mask designed. I for one would change to a moustache if given the opportunity. Surely this is one time when tradition must give way to the requirements of a modern fighting force.

C. E. King (CY)

Portsmouth.

● Can anyone really argue against short hair and clean shaven as being the most efficient and smartest "rig" for the fighting man? It has to be admitted, however, that in some arduous conditions "permission to stop shaving" is welcome and sensible.

Between the two facial conditions, there is a wide range of the weird and wonderful. It is easy to understand why the watchword of tradition may be used to reduce possibilities of sloppiness or ridicule.

From the "toothbrush" moustache to a "Chinese mandarin," the possibilities awaken inventive genius, and trying to arrive at a definition might require an instruction reading like a comic opera, although the Marines manage on a regulation which decrees that "if a moustache is grown, no part of the upper lip is to be shaven."

General rules on hair, beards, moustaches and whiskers say they are to be neatly cut and trimmed and "so far as is practicable uniformity in length is to be established." — Editor.

## BROADSWORD CUTS A FINE DASH

A shiny new ship cuts through a sparkling sea ... H.M.S. Broadsword, first of the Royal Navy's new Type 22 frigates, is pictured off Arran during her contractor's sea trials. After her final mechanical trials at the end of October, the Broadsword will be heading south for Plymouth to prepare for her acceptance by the Royal Navy on January 24.

Built by Yarrows in Glasgow, the Broadsword is the first of four ships so far ordered. H.M.S. Battleaxe was launched in May 1977 and is about a

year behind Broadsword. Then come H.M.S. Brilliant and H.M.S. Boxer.

Designed to succeed the Leander Class, the Type 22s will carry two Lynx helicopters, Sea Wolf and Exocet missile systems, and two 40mm guns. Main role for the ships will be in anti-submarine operations.

Picture: CPO(Phot) S. Dargan.

## THAT'S MY GRANDDAD!



The photograph of the Zeebrugge survivors (July edition) caught my eye because fourth from the left is my grandfather, Frank Sewell (circled) — a stern gentleman (teetotaler), somewhat older than the rest who called him "father."

My mother remembers little of his wartime service in the Navy, apart from the fact that he worked at Stratford (London) for some time before moving to Dover.

At Zeebrugge he was in the smoke-screen party, and she believes he spent most of the latter part of World War I working on smoke-screen equipment and fitting it into ships.

But what went on at Stratford of all places, right in the heart of the East End of London?

His place of work there had a ship name, and the commanding officer was for a time Lieut.-Cdr. (or perhaps Cdr.) Archer.

Can anyone else throw some light on this?

P. F. Hawkins  
Cdr. R.N. (Retd.)  
19, Headland Avenue,  
Seaford,  
East Sussex.

## 'Boring' ship!

Every matelot like me hopes that his career will be doubly rewarding, giving both job satisfaction and travel in distant and exotic lands.

For many years, the Service has fulfilled both of these desires, but my latest ship has a monotonous programme including much round and round the British coast.

Had I been a youngster, serving in his first ship, I feel that I would have been sadly disillusioned with life in the Navy in my present billet.

J. A. Lallyette (LOEM)  
BFPO Ships.

● This reader is full of praise for his ship and shipmates, and concedes that the programme did include three months in the West Indies.

and — I suspect — doubtful blessing of S.O. Cash, H.M.S. Centurion, my wife and I set about the legal side of buying our house.

I still had a long service advance of pay, but in place of a solicitor my bank manager was stakeholder for the cash.

We used the Consumer Association publication "The Legal Side of Buying a House," which is excellent. The process is no more than a protracted paper exercise. The conveyancing took about nine weeks.

To anyone contemplating trying the same, may I offer this advice —

1. The property should be in England or Wales, not new, and the title registered.
2. Put aside enough cash in case you get stuck and have to go to a solicitor for him to sort it out.
3. Keep copies of everything, supplemented by a log of your progress.

A. W. Lloyd (CPO)

Shrivenham,  
Swindon.

● The Chief made it, and deservedly enjoys his achievement, but there is enough in his letter to emphasize the need for much thought before embarking on the do-it-yourself road. — Editor.

## Dominion shield

Can any reader help with information about a silver cup and shield presented on behalf of the people of Canada to H.M.S. Dominion during a courtesy call in the year 1912 or 1913?

W. C. Tinnion  
Workington, Cumbria.

## Fast patrol boats

Although an avid reader of Navy News, I never seem to find mention of the coastal craft (FPBs). My husband David served in the 13th Flotilla MTBs and 13th Flotilla MLs, 1942-46.

I search for any reading about these ships, and it is hard to believe that all the wartime crews have died off or lost interest.

Eileen Robertson  
West Lothian.

## New H.M.S. Liverpool

With reference to LRO H. Booth's lament re the lack of an H.M.S. Liverpool (September issue), he will be happier to know that the Type 42 — 10 is to be known as such.

A. Baron

Bath.

## Belay that caption

No, no. Belay the last caption. RO Bronston will no doubt agree that he was not hoisting the Queen's Award flag (September). He is tailing the flag, as can be seen by any bunting worth his flags.

If RO Bronston was to "hoist" from the position shown, the flag would first fall to the ground and then be hoisted upside down. Mrs. Huggins has the down haul! Watch it!

Jeff Chandler  
(CY R.N.R.)

Main Signal Office,  
H.M.S. Chrysanthemum.

● Who would edit a paper read by about a quarter of a million experts? However, Jeff did add some very kind words about Navy News, so we apologise, and forgive! — Editor.

## One Pansy's enough

In the Book Section reference to "Corvette Navy," by J. B. Lamb (August issue), your reviewer says that "a repentant Ship Names Committee did in fact blanch a little over Pansy, which became H.M.S. Hearts-ease."

It is a pity to spoil a nice little story, but there was at that time a First World War Flower-class sloop in commission, namely H.M.I.S. Pansy, of the Royal Indian Navy.

I imagine that the Names Committee, who had presumably named it in the first place, decided that H.M. the King would be quite satisfied with one "Pansy" on his books at a time.

Kenneth Baker  
(Ex-navigating officer,  
H.M.I.S. Pansy)  
Bearsted, Kent.

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# The flying boat

H.M.S. Jersey put the new Avon Sea Rider through its paces — both on and above the water as these pictures show. The Sea Rider, powered by an OMC 85 h.p. outboard, will eventually replace the Gemini as the boarding boat of the Island-class fishery protection ships. Its sea-keeping qualities and high speed means several inspections can be carried out before the boarding party returns to the parent ship.



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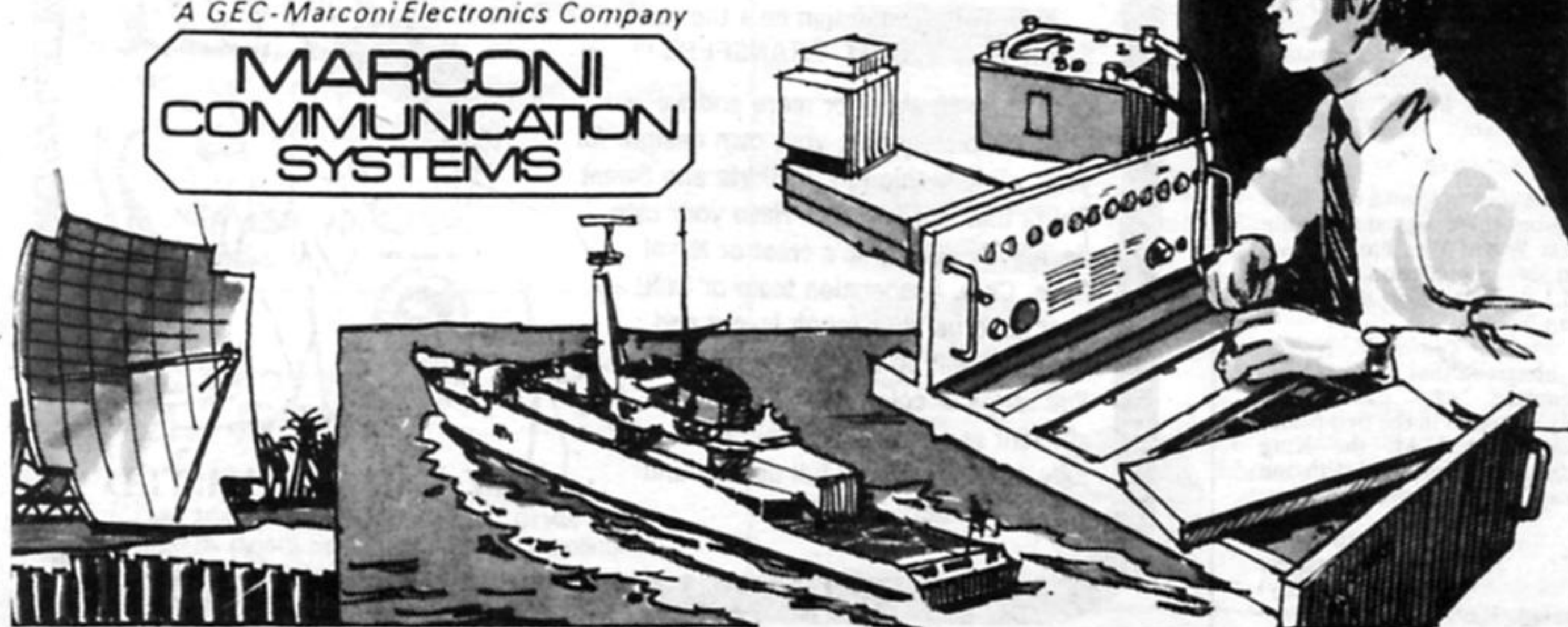
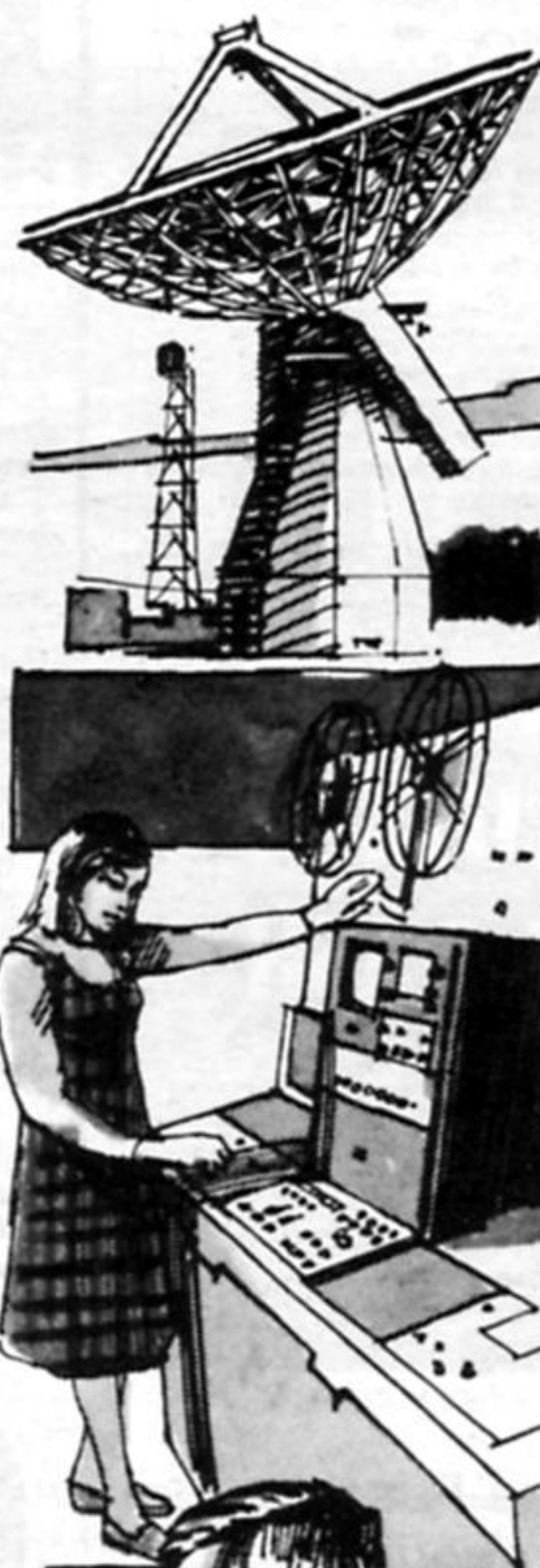
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*If you're leaving the forces soon, and you'd like to find out more about our work and what we can offer you, write with a brief outline of your service career to Terry Ford, Marconi Communication Systems Limited, New Street, Chelmsford, Essex.*

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## Commended for bravery

A naval helicopter pilot, a Royal Marine and a submariner have all received commendations for bravery.

Lieut. Mike Spencer received the Queen's Commendation for Valuable Service in the Air for his gallantry and leadership during a bad weather transfer of a sick man from his ship to hospital. Lieut. Spencer was on exchange duties with the R.A.F. at the time, and was flying a Wessex helicopter.

Royal Humane certificates have been presented to Colour Sgt. John Cowie, who rescued a boy from Radford Lake, Plymstock, and to CEM Charlie Brown of H.M.S. Walrus, who helped save the life of a dockyard worker after a fall into a flooded and freezing dry dock at Rosyth.

### MOUTH-TO-MOUTH

CEM Brown pulled the man from the dock and immediately applied mouth-to-mouth resuscitation. Mr. John Morris, a dockyard employee, also received a certificate for his part in the rescue.

Sgt. Cowie hung upside down from a pipe over Radford Lake to rescue a seven-year-old boy from the water. He then worked his way back along the pipe to the bank, where his wife helped get the boy out of the water.



CEM CHARLIE BROWN

### Presenting the Navy

The Royal Navy's role in countering the ever-growing power of Soviet maritime forces will be the theme of a series of illustrated talks given by two R.N. presentation teams when they visit major cities and towns throughout the country between September and December.

## Portsmouth's pull in

Sunshine and massive crowds warmed the hearts of organizers at both Portsmouth and Plymouth Navy Days, especially at Portsmouth where the turnstiles clicked their way to two all-time records.

Portsmouth's overall attendance of 94,724 was a record, as was the 40,344 figure which made the Sunday the best-attended single day in the history of Portsmouth Navy Days.

Plymouth attracted 79,623 visitors, slightly down on last year but an excellent figure in view of stiff competition from the beaches on one of the summer's few really sunny week-ends.

H.M.S. Newcastle, the Navy's newest Type 42 destroyer, was a welcome latecomer to Portsmouth's list of big attractions, and H.M. ships Apollo, Hydra and Bulwark all attracted long queues. Three Dutch warships added to the variety.

### LYNX WELL RECEIVED

The Lynx, the Navy's new helicopter, was well received at its daily "performances."

At Plymouth, too, there was an enormous range of activities in the dockyard and in H.M.S. Drake. H.M.S. Hermes had to pull out of the programme at short notice, but H.M.S. Fearless was seen by around 12,000 people a day, and the submarines — Superb, Sovereign, Olympus, and Opportune — proved tremendously popular.

An end to Plymouth Naval Base redevelopment meant that for the first time for several years there was no crush during Navy Days, and visitors had plenty of space to walk around and meet the Navy.



DIOMEDE AT ??????

# Langbaurgh? Where's that?

"Where's Langbaurgh?" was a much-asked question in H.M.S. Diomedé when it was proposed the Leander-class frigate be adopted by the borough of that name.

Langbaurgh is, in fact, a district of Cleveland, with Hartlepool to its north and Middlesbrough to the south.

The Diomedé berthed in Teeside for the week-long adoption visit in August, and quickly came to realize that the area has much lovely countryside to offer in addition to its heavy industry.

## RESOLUTION

A reception was held on board the ship and members of the ship's company were entertained at a civic luncheon. The Mayor of Langbaurgh, Mrs. Pat Zoryk, presented the ship with the adoption resolution, a silver cigarette case, and a framed cartoon.

The Diomedé goes into refit in Gibraltar starting this month, when her company will transfer to H.M.S. Achilles. At present a Chatham ship, the Diomedé is to be based at Portsmouth when her refit is finished.



## V.I.P.s drop in on Sceptre

A Sea King helicopter of 706 Squadron hovers above H.M.S. Sceptre in the Western Approaches to winch the Chief of Defence Staff, Marshal of the Royal Air Force Sir Neil Cameron, on board the nuclear Fleet submarine. He was accompanied by the Flag Officer Submarines, Rear-Admiral John Fieldhouse, for an "in depth" look at the Royal Navy's newest submarine.

CUTLASS, SCIMITAR IN PARIS

# Sailing up the scenic Seine

## ABDIEL AT HARTLEPOOL

H.M.S. Abdiel paid another memorable visit to Hartlepool, her adoptive town. Narrowly denied the Freedom of the town last year, the Abdiel set out to show this made no difference to her relationship with the people of Hartlepool.

More than 2,000 people toured the ship, and members of the ship's company took 600 old folk for a day trip to Scarborough.

## 'BIONIC HAND'

If the town had not formally adopted the ship, the Abdiel adopted the cause of four-year-old Karen Drummond. The ship's welfare fund donated £50 towards the cost of sending her to Sweden for a "bionic hand" operation, and the raffle of a cake made by CK Tait raised a further £267 for the appeal.

H.M.S. Cutlass and H.M.S. Scimitar, the fast training boats, took passage up the River Seine for a four-day visit to Paris. With no proper charts available, the 200-mile river trip proved a fascinating experience in inland navigation.

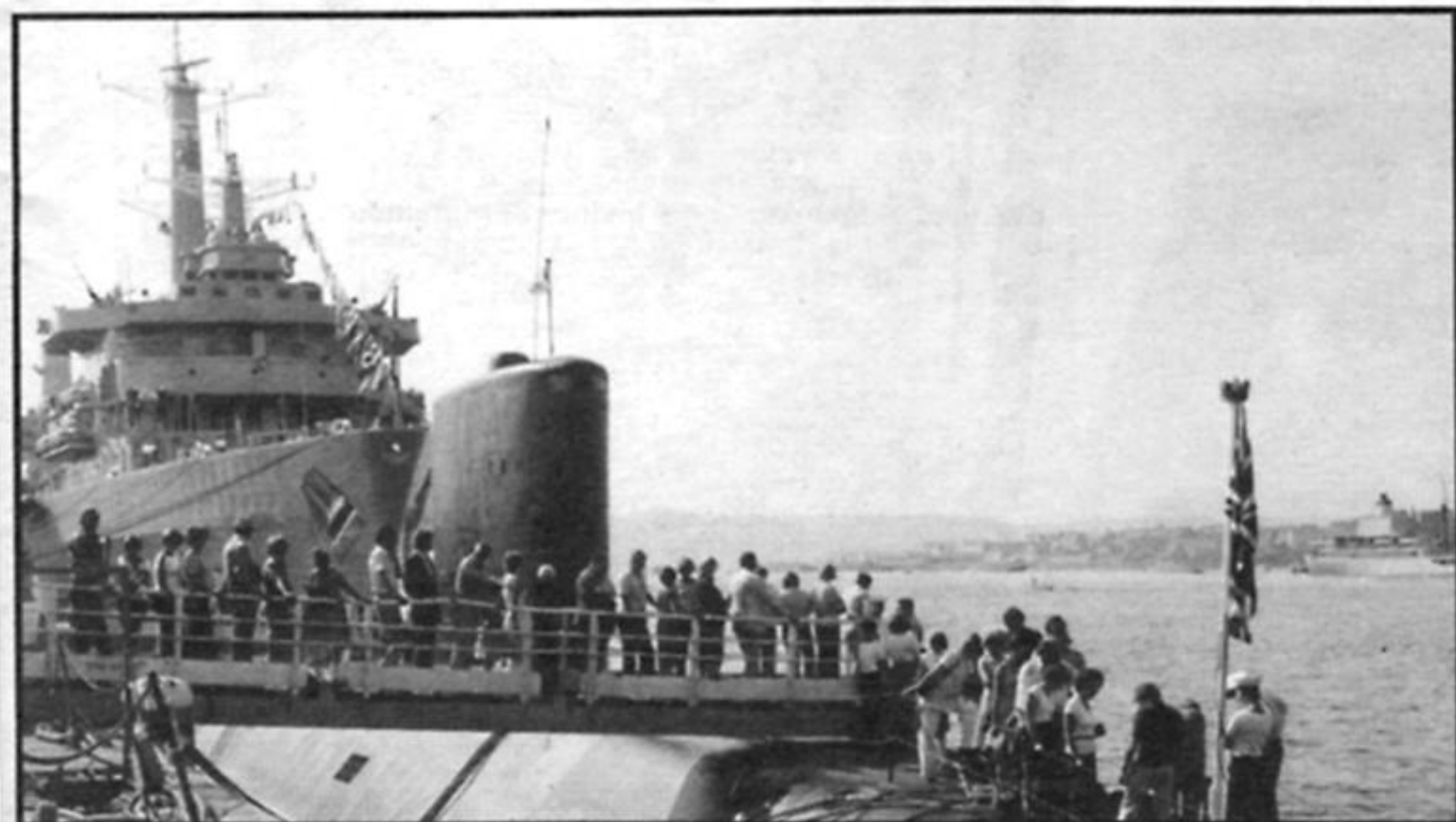
River speed limits stretched the passage out to 2½ days, so there was ample time to enjoy the delightful scenery on either bank.

Once past Rouen the river becomes non-

tidal and there are six locks and more than 100 bridges to be negotiated. To pass under the bridges, the ships had to lower their masts and remove all radio and radar aerials. Even so, some of the bridges in the centre of Paris were cleared with just inches to spare.

The ship berthed at Place de la Concorde, in the heart of the city, and many of the ships' companies took the opportunity of arranging for their wives and families to join them for the four days in Paris.

# sunny Navy days record crowds



Popular attractions at Plymouth Navy Days were H.M. submarine Superb and H.M.S. Fearless (background).

## LOWESTOFT AT LOWESTOFT

## Stormy visit

Poor weather dealt roughly with H.M.S. Lowestoft's programme when she visited her home town.

The ship anchored a mile off the Suffolk holiday resort and fishing port, so visitors to the frigate were necessarily restricted. On two consecutive days mist and sea conditions caused boats to stop running and leave to be cancelled.

## DRILL HALL

Liberty men already ashore were accommodated in the local TAVR drill hall, and Sub-Lieut. Paul Astle inspected the Lowestoft Sea Cadets in the place of his commanding officer, Cdr. T. J. Smy, who decided to remain in his ship as weather conditions worsened.

Weather also interrupted the sporting fixtures between ship and town, although not enough to stop the sailors losing 8-1 at soccer. A cricket match was drawn.

Some of the ship's company visited the children's ward at Lowestoft Hospital.

## WHALEY CLUB H.M.S. EXCELLENT OCTOBER, 1978

Sun. 1st: Sunday Lunch Folk — Bob Britain	Free
Tues. 3rd: Disco Nite	30p
Wed. 4th: Folk Nite — Ying Tong John	30p
Thurs. 5th: E.M.I. Record Promotion Nite	
D.J.'s Barry Hambleton & Tony Benson	50p
Tues. 10th: Funky Team & Chris Lynn Disco	50p
Thurs. 12th: Bob Button Roadshow	30p
Sun. 15th: Sunday Lunch Folk — Jim Lee	Free
Tues. 17th: Simon Smith Disco	30p
Wed. 18th: Folk Nite — John Isherwood	30p
Thurs. 19th: Disco Nite	30p
Tues. 24th: Merseybeats plus Disco	50p
Thurs. 26th: Barry Hambleton Roadshow	30p
Sun. 29th: Sunday Lunch Folk — Martin Reed	Free
Tues. 31st: Sonic City Roadshow	30p
Wed. 1st Nov.	
Shep Woolley and Folk	30p
Thurs. 2nd Nov.	
Bob Button Roadshow	30p
Tues. 7th Nov.	
Funktion and Simon Smith Disco	50p

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## VICTORY CLUB

HMS NELSON - OCTOBER 78

DATE	HAPPENING	GROUP & Disc Jockey	TIME	Adm.
Sun. 1st	DISCONITE	Your Sunday D.J. RICHARD WOOD	8 till 1130	30p
Mon. 2nd	POP NITE	BILLY and the HEROES + Your Monday D.J. PETER CROSS	8 till 1130	50p
Thurs. 5th	HEAVY NITE	CANNED ROCK + Your Thursday D.J. JOHN THOMPSON	8 till Midnite	70p
Sun. 8th	DISCO NITE	With Sunday's D.J. RICHARD WOOD	8 till 1130	30p
Mon. 9th	POP NITE	VANITY FARE + Monday's D.J. PETER CROSS	8 till 1130	50p
Thurs. 12th	FUNKY NITE	FUNKY TEAM + Thursday's D.J. JOHN THOMPSON	8 till Midnite	70p
Sun. 15th	DISCO NITE	Sunday's D.J. RICHARD WOOD	8 till 1130	30p
Mon. 16th	POP NITE	EDISON LIGHTHOUSE + Monday's D.J. PETER CROSS	8 till 1130	30p
Thurs. 17th	RADIO 1 DISCO NITE	PAUL GAMBERCINI + Thurs. D.J. JOHN THOMPSON	8 till Midnite	70p
Sun. 22nd	DISCO NITE	With Sunday's D.J. RICHARD WOOD	8 till 1130	30p
Mon. 23rd	POP NITE	WHITE PLAINS + Monday's D.J. PETER CROSS	8 till 1130	50p
Thurs. 26th	POP NITE	THE IVY LEAGUE + Thursday's D.J. JOHN THOMPSON	8 till Midnite	70p
Sun. 29th	DISCO NITE	With Sunday's D.J. RICHARD WOOD	8 till 1130	30p
Mon. 30th	COMEDY NITE	HOLE in the HEAD GANG + Monday's D.J. PETER CROSS	8 till 1130	50p
Thurs. 2nd Nov.	SOUL NITE	SWEET SENSATION Thursday's D.J. JOHN THOMPSON	8 till Midnite	70p

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# ROYALS REMEMBER THEIR OLD FRIENDS



Two members of the Royal Family dropped in on old friends in the Royal Navy last month.

In the Moray Firth on September 20 the Queen Mother arrived by helicopter to say farewell to "her ship" — H.M.S. Ark Royal, which she launched in 1950 and with which she has since maintained a close association.

She was met (picture left) by Capt. E. R. Anson, commanding officer of the carrier, which is nearing the end of her last commission.



The Queen Mother watched a flying display, met many of the ship's company personally and told a large gathering of them: "It might seem strange to some people that a man-made floating construction of steel and weaponry should evoke the intensity of feeling, and indeed emotion, which I am sure we are all feeling."

The Prince of Wales piloted his own helicopter when he visited his old ship, H.M.S. Norfolk, at Portland, where

he was guest of honour at a wardroom mess dinner on board on September 6.

While on board the guided missile destroyer, in which he served as a sub-lieutenant between 1971 and 1972, he visited No. 1 Mess where he met several of the ship's company who had served with him in other ships.

Pictured (right) with him in the mess are POMEM Naylor, REMN1 Cheadle, MEA(P) Campbell (partly hidden), CMEA(H) Cross, POCK Gandy and CPOSA Owen.

## A BRUM DO!



This picture of H.M.S. Birmingham entering Vancouver Harbour was sent to Navy News by Mr. Frank DeGruchy, of Victoria B.C., who has photographed every Royal Navy ship visiting the area for over 30 years.

### Pacific Group ships kept busy

H.M.S. Birmingham and R.F.A. Green Rover were among 25 warships and other vessels from seven nations to be reviewed by the Governor General of Canada off Esquimalt, the Canadian naval base in Vancouver Island.

The review was part of Vancouver's bi-centennial celebration of Captain Cook's visit to the province, the first known to have been made by a European.

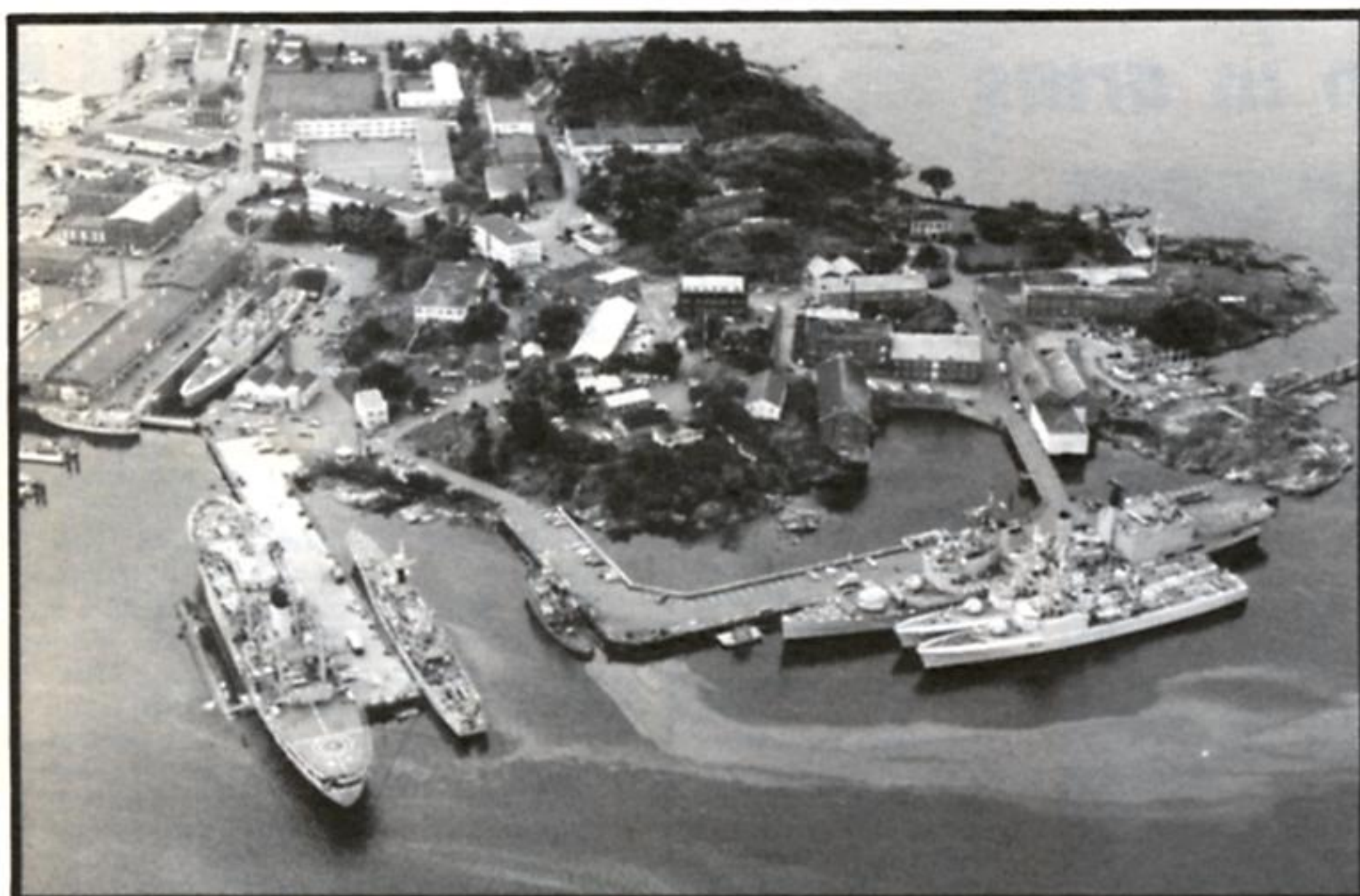
After the review, the Birmingham entered Esquimalt for an assisted maintenance period during which about 40 wives flew from Britain to join their husbands.

Later the ship sailed for three weeks of hard work in the Pacific, including a major exercise combining the U.S. Third Fleet and the other ships of Group Seven Deployment. Then the group steamed for San Diego.

H.M.S. Juno was assured of good publicity during her stay in San Diego. On her first day in port, the petty officers threw a party at which the main guests were the San Diego Chargerettes — local cheerleaders — and the staff of radio station Magic 91.

The Juno was mentioned throughout the day on Magic 91, and the evening news was introduced live from the frigate's flight deck.

An 81-year-old San Diego resident, Mr. Black, presented a hand-painted shell ashtray to the Juno's commanding officer, Cdr. Michael Buchanan. The ashtray was painted by a sailor in the seventh H.M.S. Juno around 1916, when Mr. Black's brother-in-law was serving in the ship. Mr. Black himself served in a joint Anglo-American force in the Adriatic during the First World War.



After exercises with the Canadians, ships of the Royal Navy's Pacific deployment visited the naval base at Esquimalt, near Victoria, British Columbia.

In the left foreground of this picture, the nuclear Fleet submarine H.M.S. Conqueror is alongside the Royal Fleet Auxiliary Stromness, with H.M.S. Leander on the other side of the

jetty. On the right is the command helicopter cruiser H.M.S. Blake. Outboard of her are the Canadian frigates H.M.C.S. McKenzie and H.M.C.S. Yukon.

After further port visits in the area the Royal Navy ships were steaming south to San Francisco.

Picture: MCPL Johnson R.C.N.

## LIGHT FANTASTIC



No an aerial game of noughts and crosses, but members of the Royal Naval Display Team on a window ladder — one of many exciting displays at H.M.S. Vernon's Searchlight Tattoo held from September 19 to 23.

The tattoo, now in its fifth year, has become an event not to be missed. Offering something for all the family, a

total of 10,000 enjoyed this year's spectacular outdoor show in excellent weather.

In addition to a thrilling field gun run, there were displays by free-fall parachutists, motorcyclists, military bandmen, precision gymnasts and police dog handlers. The event raised £2,000 for King George's Fund for Sailors.

## Ambuscade's 'backpackers'

While H.M.S. Ambuscade was at Long Beach, 12 of her ship's company were granted leave to tackle two expeditions into California's boundless national parks — one on foot, the other in canoes.

MEA1(P) Andy Anderson led the six-man canoe team into Yosemite National Park, where they met a fellow exped. from H.M.S. Blake and encountered several testing stretches of water. Main aim of the trip was to instruct three novice members of the team.

The walkers, under LMEM Brum Greatrex, made their first stop in Sequoia National Park, where they

saw the ancient and massive redwood trees for which it is famous.

Then the party left the tourist areas to "backpack" into the mountains. A steep walk through the snow line brought them to a region known as Ten Lakes, where they spent two days before crossing the Tioga Pass through the Sierra Nevada mountain range to the desert.

Biggest disappointment for the team was their failure to climb Mount Whitney, the highest peak in the U.S. (excluding Alaska!). Bad visibility and a freezing hailstorm robbed them of the chance as they reached the last steep slope to the summit.



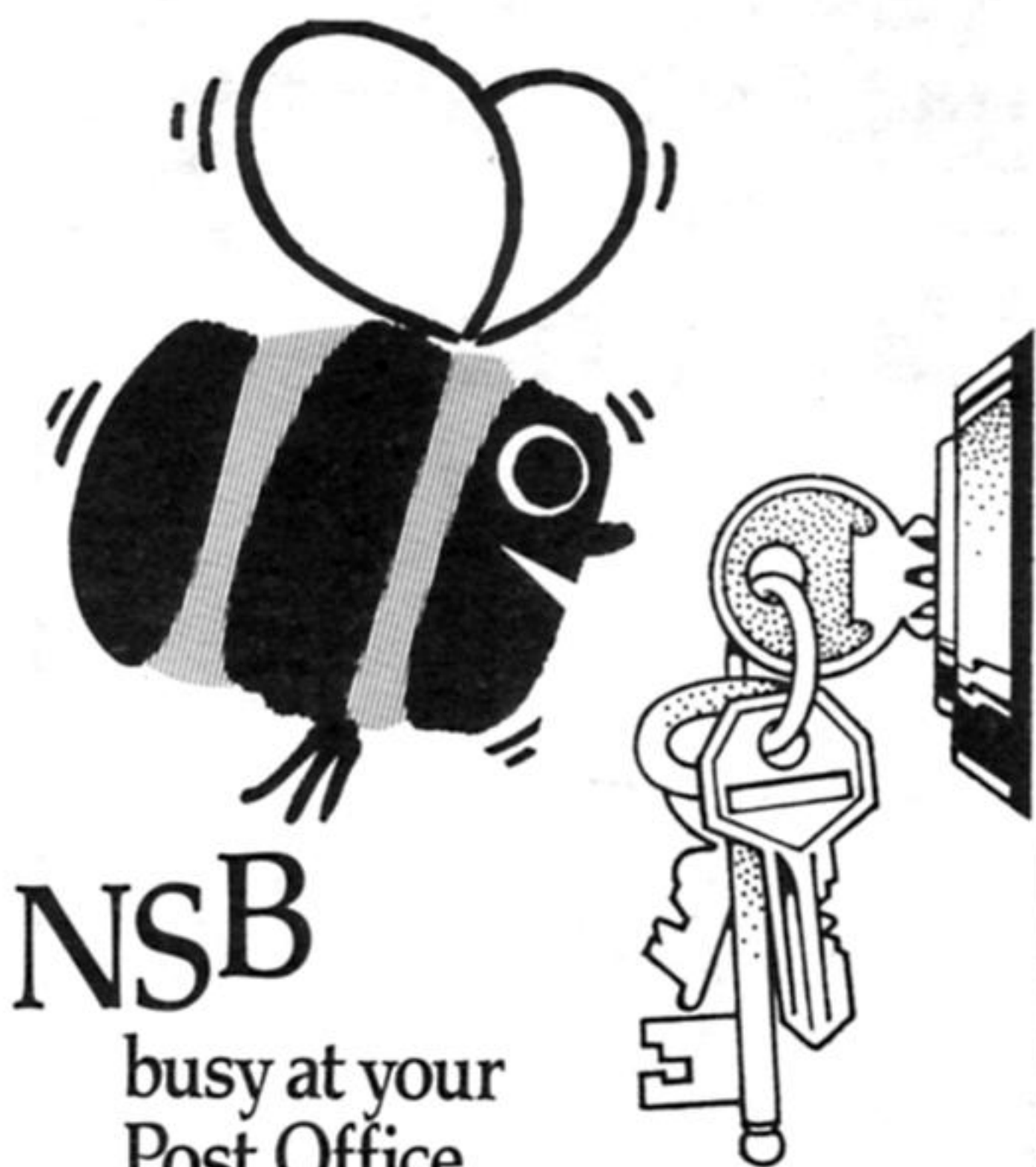
## TWO PAGES FOR FAMILIES



Rothiemurchus Lodge overlooks Loch Morlich — in the centre is Nuffield Lodge and behind lies the Union Jack Hut. Below: the end of a happy holiday for Craig (6) and Steven (4) and for their father (CPO Alf Slessor, of H.M.S. Yarmouth), mother, and grandparents, Mr. and Mrs. Edward Allan.



## WHO WILL KEEP YOUR SAVINGS SAFE?



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# The lodge where deer run free

High up in the Cairngorms above Loch Morlich the air is cool and sweet, the wild deer run free and birds of prey wheel in the sky.

It is an idyllic setting which is shared by the Servicemen and their families who have found Rothiemurchus Lodge, eight miles from the tourist town of Aviemore.

Set 1,500 feet up in the old Rothiemurchus Forest, the lodge is run as an adventure and recreational centre for the Royal Navy, Royal Marines, Army and R.A.F. Starting as a small bothy in the early 1950s, the lodge has grown and today sleeps 88 people in comfort.

The Laird, Lieutenant-Colonel J. P. Grant, of Rothiemurchus, generously allowed this part of his land to be used for the exclusive use of the Services, and this has been carried on by his son, John, who has now taken over the estate.

The bothy, on Castle Hill, grew in popularity so much that a further 24-bed building, the Nuffield Lodge, was completed in 1967. Unfortunately, the old bothy was burnt out in 1974, and it was not until the 64-bed Union Jack Hut was opened in May, 1974, that Rothiemurchus really began to expand. Constructed with money from the Union Jack Association and central funds of the three Services, the lodge is run on a self-financing basis.

During the winter it hosts Servicemen undergoing ski training. Servicemen and their families are taken mainly during the spring and summer months. Cost is a modest £1.62 a day for adults and 54p for children.

### Log fires

Accommodation is made up of four-bunk rooms with blankets and pillows provided, and lots of storage space. "Self cooking" is the order of the day in airy and well-equipped kitchens, and guests are expected to clean up after themselves. Large lounge-dining rooms are on each floor, with roaring log fires in the winter. Drying rooms and ski waxing tables complete the accommodation. Pets are not allowed.

Rothiemurchus Lodge is eight miles from the Cairngorm ski lifts, compared with 16

miles for tourists in Aviemore. Being a tourist area, ski hire is expensive, but the lodge has 40 sets of ski gear which is hired out at just £1 a day.

Hill walking and rock climbing areas are close, and a boat can be hired for use on beautiful Loch Morlich. The lodge is a popular spot for bird watchers as it stands on the edge of the Glenmore National Forest Park. Pony trekking can be had from Aviemore, and the famed River Spey, which runs nearby, is attractive to fishermen.

Some families use the lodge, as a touring base, but it must be said that the final two-and-half miles are over a very rough rising track. Camping in the lodge grounds is forbidden.

### History plan

Looking after the lodge and its many visitors is the warden, former Royal Marine officer Len Holmes, and his wife Hazel, who live in a nearby bungalow. They work hard throughout the year to make sure the lodge and its thousands of items of equipment remain in tip-top condition. Len is also trying to put together a history of the original bothy and would welcome the loan of any old photographs or hear of personal memories.

This year the lodge was fully booked between the New Year and mid-April, while week-ends are popular with Reserve units and cadet organisations. The school holiday months of July and August are also popular, so early booking is advised.

The lodge is open throughout the year, although Service parties are given preference during the ski season. Bookings should be made through The Secretary, The Rothiemurchus Lodge Committee, Headquarters Scotland (Army), Edinburgh, EH1 2YX. Telephone: 031 336 1761, extension 218.

## IBERSHOP

With no Naafi facilities available and some astronomical prices around (particularly during the tourist season), families of the mixed Royal Navy, Army and R.A.F. contingent at HQ COMIBERLANT, NATO headquarters near Lisbon, are catered for by a bulk buying and resale arrangement.

Between watches, the manager of the IBERSHOP is RO Ken Jones, seen here with his wife and assistant displaying their poster plugging "the best shopping in Portugal."

Picture: Roger Forbes



## Check up ...

Although plenty of readers will be too young to remember, time was when few people carried a cheque book and vast numbers of bills were settled with the rustle and chink of pounds, shillings and pence. But times change and now it's a sometimes confusing world of, not only cheque books, but banker's cards and credit facilities of various kinds.

A niggler on the way Naafi operate the banker's card system comes from a Helensburgh naval wife. "Recently I paid by cheque for shopping at our local Naafi supermarket and was most embarrassed by being asked to put my husband's name, rank, Service number, ship and address on the back."

"As I had a cheque card, guaranteeing any cheque up to £50, I questioned the need for all this information, and was told that cheque cards only guarantee an account in credit, which is untrue."

"Surely many people like me use a bank for housekeeping money, rather than have an allotment," she adds. "We can pay by cheque

## Happily up in arms ...



Romance was in air for a number of sailors before H.M.S. Ark Royal said farewell to the States. Engagements between quite a few visiting sailors and local girls were announced, and at least two weddings reported. One was that of Naval Airman (SE) "Jesse" James, pictured here on the carrier's flight deck with wife Elizabeth, whom he met and married during the Ark's American stay.

One officer was quoted as saying: "I can't explain why, but British sailors seem to have caught the imagination of American women. Still, the Yanks have taken quite a few of our girls as G.I. brides over the years, and it is nice to see it going the other way for a change."

Picture: LA(Phot) Colin Morgan.



## SONS OF THE SEA



On the weekend when more than 80 boys visited H.M.S. Hermes, ELMNI Parkin, of 814 Squadron, shows his son Ian what it's like inside a Sea King.



Jonathan and Christopher listen intently as dad, REA1 Pyke, makes the explanations when they visited the carrier Hermes.

More than 80 sons, younger brothers, and sons of friends, spent a busy and fascinating 36 hours in H.M.S. Hermes during her trials following the three months spent at Devonport.

The visitors, aged between eight and 16, were picked up from Millbay Docks, Plymouth, on a Friday afternoon, and landed on the Sunday morning. On board they lived in messdecks, made organised tours of the ship, took part in sports and saw films, as well as being shown round other parts of the ship by their dads and brothers.

Many of the visitors were given one of the new Hermes "The right one" sweat shirts and proudly wore them throughout the visit.

## on cheques

and banker's card in any other shop in town without question."

In reply, NAAFI say that their rules for cashing cheques were designed to avoid the necessity of demanding a bank card — not all Service people have them, they say, and still fewer did when the regulations were drawn up. The aim was also to make the instructions "simple and universal" and to keep down costs, particularly those of tracing a customer when a cheque is returned from a bank.

They point out that cheques are not only returned for lack of funds, but often because of errors in making them out.

It is, however, a fact that in recent months a number of customers have raised objections similar to the correspondent in Scotland. NAAFI say that, while they must continue to safeguard the common interest, the rules are at present under review to see if they cannot also meet the objections of the individual.

No doubt the Helensburgh wife — and others too — will be watching with interest to see if a change in the rules does materialise.

# School days are over

**Navy News**

No. 292 25th year  
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MBE, RN (ret.).

When two regiments of foot arrived in Malta in 1799, accompanied by their camp followers — 62 women and 15 children — it was the prelude to what has proved about 170 years of British Service children's education there.

Even at the beginning of the 19th century it was becoming a widespread practice for

enlightened commanding officers to appoint regimental schoolmasters to teach both their men and the children.

Since that time, countless thousands of British children have passed through the Service schools which were set up in Malta, and many local children too (especially the Dockyard school in its earlier days).

Now an era has ended with the closing this summer of the remaining Service schools there — St Andrew's and Luqa Primary and Tal Handaq Secondary. Each had its own farewell ceremony, and

there was also a combined schools thanksgiving service held on the Lower Fort Parade Ground, H.M.S. St Angelo.

This was attended by more than 800 pupils, parents, staff, friends and guests, led by the British High Commissioner (Mr. Norman Aspin) and the Commander British Forces, Malta (Rear-Admiral O. N. A. Cecil). Among those taking part was the officer-in-charge of Service children's schools, Malta, (Capt. M. F. Law, R.N.).

Letters which have been received indicate the respect and affection which many former pupils have for the schools and those who taught in them.

## Services pilgrimage

Families are welcome to join in the Roman Catholic Combined Services pilgrimage to Aylesford, Kent, on Saturday, October 7.

To be held at Aylesford Priory, starting at 1400, the pilgrimage is open to all Service personnel, both serving and retired, and their families.

More details are available from DCI RN J 504/78, or by telephoning 01-499-8040, extension 7224.

## Christmas Market

In a determined effort to beat the record profit of £30,777 made at the 1976 SSAFA Christmas Market, a "combined operation" is now under way with an inter-Service committee hard at work to ensure that there will be even bigger and better bargains to be had at this year's event. This is to be held at Chelsea Barracks between 11 a.m. and 6 p.m. on Wednesday, November 22.

Aim of this inter-Service co-operation is to provide much-needed funds for the care of the families of all three Services both during and after their service.

## 'Kidswop' bridges the Atlantic

When H.M.S. Eskimo docked at St Petersburg, Florida, last year Lieut.-Cdr Ray Wright and local Port Authority chairman Al Galletly learned they had several things in common — a love of travel, a preference for classical music, and two children about the same ages.

But while the Galletly children had already toured Britain, the Wright children had never been out of the country.

Lieut.-Cdr Wright, the Eskimo's weapons engineering officer, was keen to share with his family the kindness he had received from St Petersburg people. So he and the Galletlys decided to "trade" children for three weeks.

Actually they decided to share them. The Wright children — Geoffrey (11) and Matthew (8) — would visit the Galletlys. Then the American children — Helen (12) and Meg (8) — would visit England with Geoffrey and Matthew.

It took months of planning,

exchanging letters and arranging dates, but this summer it came about.

Geoffrey and Matthew left a Heathrow at 55 degrees and stepped out into a sweltering 88 at Miami! But they went on to have a great time, despite experiencing what is described as some "cultural shock." They enjoyed Disney World, sampled swimming in the Gulf of Mexico, saw baseball and soccer (U.S. style), marvelled at the American hamburger, admired the St Petersburg Laser and visited Cape Kennedy.

"We couldn't have chosen a better time to be at the Cape," said Mr. Galletly. "The rocket launched was a British Navy Polaris missile."

And when the first half of "kidswop" was over, the four children were boarding the plane for Britain and the home of Lieut.-Cdr and Mrs. Wright. On the itinerary for the visitors were trips to many parts of the country, including, of course, a call on H.M.S. Victory.

And now, we hear, Kidswop may well continue on a regular basis.

## Angles and dangles

With the nuclear submarine control trainer open for families day at Faslane, CCEMN Michael Allinson took his wife Phyllis and daughter Claire (7) along for them to see how it all works. Here Claire practises "angles and dangles" in the Swiftsure class sub trainer where CCEMN Allinson works instructing ship control officers of the watch.

Son David has joined the Navy as an artificer apprentice and is at present serving in H.M.S. Fisgard.



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# GET WISE ON DCIs

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

## MOD TO STOP USING SPERM WHALE OIL

Without entering directly into the emotional Save the Whale campaign, the Ministry of Defence is taking steps which are a support to those fighting for endangered species.

Because the sperm whale is not at present listed by the Washington Convention on International Trade in Endangered Species, there is no ban on the import into the U.K. of sperm whale oil.

"However," says a Ministry of Defence statement, "the future availability of sperm whale oil could be uncertain, and the leather industry is making considerable efforts to find acceptable substitutes."

### SUPPORT

"It is the policy of the Department to support the present movement within the leather industry for phasing out the use of sperm whale oil, and to encourage, wherever possible, the use of alternatives at any stage in the production of the Ministry's requirements."

Sperm whale oil is being completely phased out of lubricants used by the Services and

Royal Ordnance factories by the end of this year.

It will still be used for certain high-quality leather items, but tests are going on to eliminate this as well. Contracts placed by the Ministry of Defence will include clauses to reveal whether manufacturers are using sperm whale oil.

DCI (RN) J 565

### ★ Essay contest

Junior rates of all branches may enter for the Lieut.-Cdr. Hooper essay competition, the closing date being December 31, 1978. There are three titles from which to choose. The prizes are £25, £15, and £10.

DCI (RN) 527



"Better get one fitted on your zip as well!"

## Navy loos to have magnetic attraction

There are moments when the nearest loo has an attraction which brooks no denial, but in the Royal Navy the drawing power is to become positively magnetic.

An official announcement reveals that when existing spring clips on lavatory doors become defective, they are to be replaced with magnetic door retaining catches.

Whenever possible (says the statement) the door holders are to be fastened back to back with machine screws, washers and nuts, with the screws lightly clenched over the nuts. So be careful!

DCI (RN) 559

### ★ 'COM' stores

Naval stores catalogues are going "COM," but this political-sounding abbreviation means "computer output microfilm." All catalogues for armament stores, naval stores, and clothing will be produced in the new style.

The official announcement explains that "the reformatting and clerical transcription of data for input to a magnetic file has already commenced, and this process, which will be followed by an initial update of all sections, will take 18 months."

Support and maintenance of microfilm equipment should be in accordance with JSP 357, BR 3044 "Microfilm in the Naval Service," expected to be published in October 1978, will provide additional information for shipborne applications.

DCI (RN) J 520

### ★ Freight fees

The charges for shipment of personal effects, cars, etc., in Service vessels have been reviewed. New increased rates are now in operation, but the conditions relating to the movement of indulgence freight are unchanged.

DCI (RN) J 517

### ★ Chagos party

In the joint service sub-aqua expedition to the Chagos Archipelago, naval members have been named as follows:

Lieut.-Cdr. A. J. Ryan (Chatham Naval Base), CPO B. Scott (Fleet Maintenance Authority, Portsmouth), CPO M. J. Harper (H.M.S. Berwick), Cpl S. C. Syson (42 Commando, R.M.), Lieut. B. N. G. Simon (H.M.S. Figsard), Sgt. K. Ryan (R.M. Lympstone), Lieut. M. A. Barge (Portsmouth Naval Base), REA T. E. Burdes (Yeovilton). Reserves include Cpl. M. P. Kochalski (R.M. Lympstone).

DCI (RN) J519

### ★ Resettlement

Details are announced of the 1978/79 programme of resettlement courses (advice and training).

DCI (RN) J 521

## Stage set for Thespians

Two ships entered the 1978 Royal Naval Theatre Festival, gaining commendation from the adjudicators. Encouragement is being given for wider ship participation in the 1979 festival, details of which have just been announced.

The R.N.'s stimulation of interest in the amateur theatre includes an annual four-day course, arranged in conjunction with the British Theatre Association. This year's dates are October 25 to 28.

The course will be of help to personnel involved in preparation both for the traditional Christmas productions and the 1979 Festival, as well as those interested in amateur drama in general.

Those accepted for the 45 places will find that the course is practical, including a visit backstage to a London theatre, as well as attendance at a current London production.

DCI (RN) 525 and 526

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'At Ease' sweat shirts are beautifully made leisure wear in fleecy-lined 100% cotton material and are available with or without the hood and pockets.

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"Is my office safe?" is the title of a training package which has been produced to meet the needs of staff who work in offices, including Service personnel in office situations, where any risk to health and safety is relatively low.

The training package has a threefold aim, namely to stimulate interest in health and safety at work, to engender a sense of personal responsibility not only for an individual's own safety but also for that of colleagues and visitors to the office, and to prompt any action that might be necessary.

Training is intended to reach office staff through their supervisors, and for this purpose the term "supervisor" is to be interpreted broadly.

Under the Health and Safety at Work Act 1974, employers are required to provide such information, instruction, training and supervision as is necessary to ensure, so far as is reasonably practicable, the health and safety at work of employees.

DCI (RN) J 569

## G(SEA)E NEXT YEAR

The first examination for GCE in seamanship will take place in October, 1979.

The aim of the syllabus is to "develop the student's power of analysis and judgment within the field of seamanship as practised in the Royal Navy, and to stimulate his deeper interest in the subject."

Since this is a written examination at "O" level, candidates are advised that further study will be needed in the most cases to augment practical knowledge and experience.

DCI(RN) 57

### ★ Prop. guards

Craft with outboard motors may only operate in the vicinity of divers or swimmers if the propellers have guards.

DCI (RN) J 574

### ★ GCE Maths

The GCE(RN) Mechanics examination will be discontinued after the October 1979 examinations, and will be replaced by an Ordinary (Alternative) level Additional Mathematics from March 1980.

DCI (RN) 541 and 542



## R.M. bands to play for cancer fund

Massed Bands of the Royal Marines will give a concert in the Royal Albert Hall on February 8 in aid of the Malcolm Sargent Cancer Fund for Children, and R.M. charities. Also taking part will be the Marine Band of the Royal Netherlands Navy.

Tickets are available from November 6 from the R.M. Concert Office in Old Admiralty Buildings, Whitehall (telephone 01 218 2503). Prices range from £4 for the stalls and grand tier to 50p for the gallery. Cheques and postal orders should be made payable to The Royal Marines Concert Fund and enclosed with a stamped and addressed envelope.

DCI(RN) J 564

### ★ X and WE

Although "mutual understanding and support" is essential among X and WE officers — even to the extent of some cross-training — the Admiralty Board has decided it would be premature to introduce further radical changes.

A period of stability is needed to allow X and WE officers to develop professional expertise in their own specialisations in line with contemporary changes, and in particular to enable WE officers to absorb their increasing responsibilities for explosives and to concentrate on improving weapon systems effectiveness. A further review may be undertaken, if necessary.

DCI (RN) 544

## Ski-Jump earns £500 more

Lieut.-Cdr. D. R. Taylor's Ski Jump take off device for Sea Harrier has earned him a £500 award from the Herbert Lott Naval Trust Fund to add to the interim payment of £25,000 made on the recommendation of the Committee on Awards to inventors.

Other Herbert Lott awards for inventions and suggestions were:—

Lieut.-Cdr. C. N. G. LaHive and Lieut. A. G. Kennedy (£270), CEA: K. R. Glossop (£150), Lieut. J. B. Sadler, CEA1 C. D. Hyde, CEMN1 A. P. Stevens, CCEA D. G. Piercy, and CEMN1 W. J. Rail (£105), Lieut. A. S. Lawrence, Lieut. C. O. H. Lambert, Lieut. E. C. Swinney R.N.R., and Sub-Lieut. G. C. Geddes (£80), CEMN1 R. G. Holland (£60), FCRS M. J. Challinor (£60), Lieut. L. M. Todd and MEMN1 M. W. C. Carry (£50), PO(MW) M. W. Coward and PO(MW) W. Holeworth (£50), RELMN1 A. D. M. Nally (£40), ACREMN M. Hobbs and REM2 M. Bryson (£40), Lieut.-Cdr. J. B. Leishman and FMCEA(P) G. G. Smith (£40), REA1 D. Coombes and POREL C. T. Hart (£36), Lieut.-Cdr. I. R. McCallum (£35), Lieut. B. A. L. Goldman (£35), REMN1 J. H. P. Cutler (£30), POREL R. Ferguson (£30), PO H. Bates (£30), AA2 B. E. Ash, CAA R. H. Birnie, and AA1 B. E. Gibb (£30), Lieut.-Cdr. J. Derby (£30), AA1(AE) T. B. Dean (£30), AA1 R. J. A. Holness (£25), CPO A. W. Matthews (£10), and MEA(H) D. N. Rainer (£10).

DCI(RN) 544

Other naval recipients to benefit from recommendations by the Committee on Awards to Inventors were:—

CEA1 K. R. Glossop (£500), CEMN1 R. G. Holland (£100), FCRS M. J. Challinor (£100), Lieut. M. N. Todd and MEMN1 M. W. C. Carry (£80), ACREMN M. Hobbs and REM2 M. Bryson (£60), Lieut. J. B. Sadler and CEA1 C. D. Hyde (£60), RELMN1 A. D. M. Nally (£60), AA1(AE) C. Salter and POAF(AE) T. W. Morton (£50), REA1 D. Coombes and POREL C. T. Hart (£50), AA1(AE) T. B. Dean (£40), REMN1 J. H. P. Cutler (£40), POREL R. Ferguson (£40), AA2 B. E. Ash, CAA R. H. Birnie, and AA1 B. E. Gibb (£30), AA1 R. J. A. Holness (£30), and PO H. Bates (£20).

DCI (RN) J 549



"Not granted. Why should you be happier than me?"

Officers and ratings on successful careers in the Royal Navy include many who, in their early months, would have been glad to get out.

Regret at joining can easily become regret at leaving, but how is it possible to take this into account in the official regulations?

Under revised arrangements just announced, a commanding officer who has any doubt as to "the extent or permanence of a junior rating's unhappiness" may delay a decision on "discharged shore" until three months after the rating's 18th birthday.

DCI (RN) 491

### ★ NBCD review

An overall review of NBCD training in the Service has resulted in the introduction of a new scheme for both officers and ratings, to eliminate existing deficiencies.

The main aims are to prepare seagoing personnel so that they can carry out their NBCD duties and responsibility with the minimum of onboard training or supervision, and to prepare non-seagoing personnel for first-aid fire-fighting in a shore establishment and NBC personal protection.

### ★ Missile men

A previous Defence Council instruction may have led to the belief that from January 1, 1975, all Missile (Quarters) ratings have been required to convert fully to the Missile sub-branch in order to obtain advancement.

This is not the case, and a new pronouncement confirms the correct procedure and sets out the training arrangements.

DCI(RN) 581

## SA transfer avenue to be closed

The avenue of transfer from the Stores Accountant category to Leading Catering Accountant is being closed from December 31, 1978. After that date, applications to transfer to both POCA and LCA will be considered only from the Cook or Steward categories.

With the build-up of the Catering Accountant category, the numbers permitted to transfer will be subject to closer control than hitherto.

This control will be necessary in order to safeguard the advancement and promotion prospects within the category, while recognizing the need to permit a flow of suitable cook and steward transferees to meet the aspirations of those ratings wishing to widen their catering expertise and to provide a broad base of experience in the category.

As already announced, in the longer term it is intended that the only avenue of promotion to the SD List for cooks and stewards will be by transfer to the Catering Accountant category, although existing arrangements for promotion in the appropriate categories will continue until October 1, 1984, when the need to continue with reserved rights will be reviewed.

DCI(RN) 533

### ★ Naafi change

Formal approval is awaited for the proposed abolition of the half-yearly meetings at Naafi of the Headquarters Naval Canteen Committee. Pending final clearance, no informal half-yearly meeting will be held this year. The plan is that there should be new-style Headquarters Fleet/Corps Representative meeting.

DCI (RN) 524

### New hat

The Director of Naval Equipment (DNE) at Bath is to take over the responsibilities of the Commodore Superintendent Contract Built Ships (CSCBS). The Newcastle office of CSCBS is being closed on October 2, 1978.

To reflect the increased responsibilities of DNE, his title is being changed to Commodore Naval Ship Acceptance (CNSA) and DNE.

DCI (RN) 522

### ★ Fishing-rods

Game fishermen members of the R.N. and R.M. Angling Association may book one of two rods on the Portsmouth Services Fly Fishing Waters free of charge. These waters comprise beats on the Rivers Meon and Itchen, and a concessionary rate of fish at North Mundham. The rods may be booked through the Hall Porter, Staff Officers' Mess, H.M. Dockyard, Portsmouth.

### ★ Leaving aid

Resettlement and Discharge documents, which replaced the Trade Certificates, are to be readily available to personnel six months before they are due to leave the Service, to help in the search for civilian employment.

DCI (RN) 531

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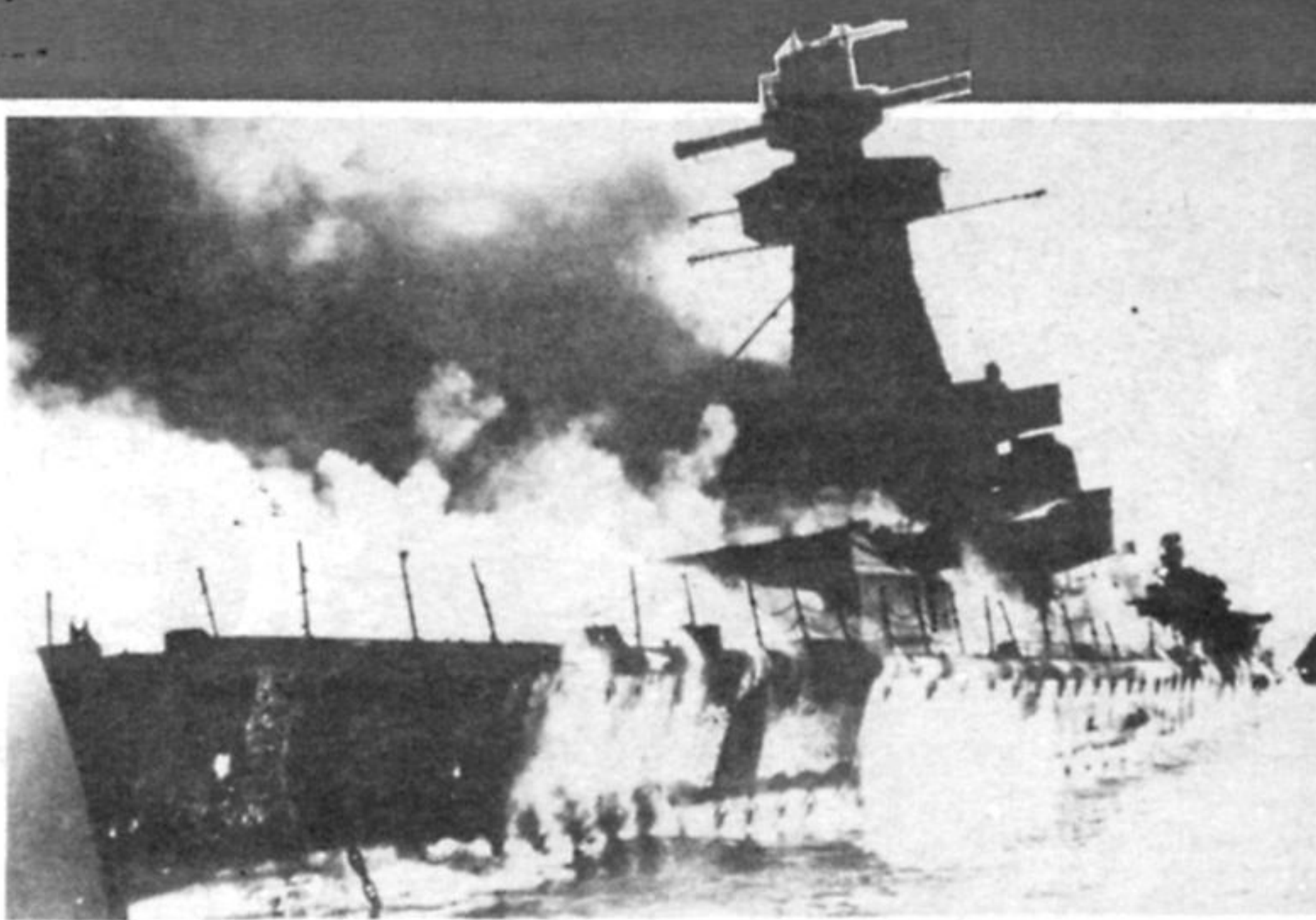
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## ABOUT BOOKS

# Cruising to final victory



The end of a commerce raider. The German pocket battleship Graf Spee goes down in flames — scuttled by her crew after shooting it out with the cruisers Exeter, Ajax and Achilles.

When H.M. ships Exeter, Ajax and Achilles humbled the German pocket battleship Graf Spee in the early days of the Second World War, the battle provided early proof of the immense contribution which this type of R.N. vessel was to make towards final victory.

The morale-boosting drama off the River Plate naturally takes a proud place in "Cruisers at War," by Gregory Haines, published by Ian Allan Ltd. (price £6.97).

Graf Spee's main broadside exceeded by almost 50 per cent. that of the three British cruisers combined, while her armoured protection was impenetrable to our 6in. guns. Speed advantage, however, lay with the R.N., which meant that the battleship would have to cripple all three in order to escape for further ocean marauding against merchant shipping.

Commodore Henry Harwood in H.M.S. Ajax not only guessed correctly the course which the Graf Spee would take after sinking the ss Doric Star, but had his plans all ready when she turned up precisely on cue.

He split his force in order to engage the battleship on both sides simultaneously, pressing his attacks within five miles of the powerful enemy vessel. The Exeter took the brunt of the 11-in. guns, but all three cruisers suffered casualties.

Thus harried, the Graf Spee entered Montevideo

Harbour, leaving four days later to meet the waiting British.

To the astonished eyes of our sailors, the Germans scuttled their ship, and it went down in flames.

The action in many ways symbolises the cruisers' role in the Second World War. They had the capacity and endurance to operate independently, the speed necessary for safety, and could mount an effective barrage of anti-aircraft weapons.

"Cruiser at War" ranges over the whole exciting story, as well as giving an insight into life on board.

## Hard school

In one ship, after an influx of boy ratings, a CPO going the rounds during the night found one of them sitting on a locker. Asked why, he replied, "I got up to have a rest chief." The only place he could find to sling his hammock meant that he was bent double in it.

It was a hard school — and not only on the messdecks. An officer asked what it was like as a prisoner of the Japs is said to have answered, "Not too bad if you'd been to Dartmouth."

The review copy of this book was marred by some garbled print, and one picture featured twice, but otherwise it is a handsome volume, and splendidly illustrated. The carefully-researched work is guaranteed to awaken many many memories.

## IN BRIEF

"Combat Fleets of the World," edited by Jean Labayle Couhat, is available in the U.K. from Arms and Armour Press (price £19.95), this English edition being prepared under the direction of the staff of the United States Naval Institute. The 660 pages contain more than 450 new photographs and line drawings representing the most recent information on the world's 122 navies. In all, 6,500 ships are described.

"Renown and Repulse," number eight in the Ensign series, is edited by Maurice Northcott and published by Battle of Britain Prints International Ltd. (price

£2.70). The booklet is well up to the standard of its predecessors, both in editorial and illustration. Detailed drawings are contained in the folding centre-piece.

"Submarine," written and illustrated by Heinz Kurth, and published by World's Work Ltd. (price £2.50) is a delightful booklet and should be especially attractive to the younger reader.

"Scale Model Aircraft in Wood," by V. J. G. Woodson, published by Gresham Books (price £1.75) is a revised edition of a classic work, offering an opportunity to possess models outside the plastic kit range — those the others haven't got.

# New light on Jutland

Professor Marder's "Jutland and After," published in 1966, is an authoritative account which, perhaps more than any other, deserves the up-dating required from the subsequent release of official records and other information.

The second edition, now published by Oxford University Press (price £9.50) includes new material to give a wider and deeper insight into the battle itself, as well as many interesting sidelights.

There was the German knowledge of the Royal Navy's "secret" recognition signals, and disclosures about the effect of exhaustion during the battle.

## BREAST-BEATING

Professor Marder's research has also allowed him to expand his study of the personalities involved.

Although there was so much breast-beating in Britain after Jutland, the nation having expected an annihilation on Trafalgar scale, the fact remains that the German High Seas Fleet remained subsequently in a passive role, while the British Grand Fleet retained control of the seas.

From then on, the Germans knew it would be madness to come and fight it out.

"Jutland and After" includes a portfolio of charts showing movements throughout the battle.

# MONSARRAT'S MARINER

That other kind of sailor — the one whose life is controlled by "sticks and string" — adds a substantial and dramatic wordage to this month's reading.

Until now, no one has heard of Matthew Lawe, but his creator Nicholas ("The Cruel Sea") Monsarrat has built around him a tome which spans the hazardous life of a British seaman through four centuries of our maritime history, from the Spanish Armada until today.

"The Master Mariner," published by Cassell, cannot be encompassed in one volume. This first book, "Running Proud," is priced at £4.95, taking our hero

as far as Trafalgar. The problem of getting him to last the four centuries was overcome by the simple expedient of placing upon him a "wild witch's curse."

Tristan Jones, a remarkable yachtsman, set himself the task of achieving "the vertical sailing record of the world" — on the lowest level at the Dead Sea, and at the highest, Lake Titicaca, 12,000 feet up in the Andes.

"The Incredible Voyage," published by The Bodley Head (price £5.95), is certainly well named, telling of a feat which is unlikely to be emulated. After the lake, followed 6,000 miles of uncharted swamps leading via the Paraguay and Panama rivers to the Atlantic.

Mr. Jones's style, described as "racy and salty," includes liberal use of a favourite naval adjective (and others), bordering on the wearisome, but some may regard

this as a delightful Alf Garnett touch of extravagant language.

A feast for the eyes is offered in "The Last Tall Ships," by Georg Kahre, edited by Basil Greenhill (Director of the National Maritime Museum at Greenwich) and published by Conway Maritime Press, price £8.50.

Generously illustrated, the book tells of the last sailing fleet operating from the Finnish Aland Islands long after the others had faded before the advance of steam.

Mr. Greenhill has selected more than 200 rare photographs of ships and their crews to provide a record of the final epoch of "the most important vehicle in human history" — the three-masted wooden square-rigged sailing ship.

The foreword is by the Duke of Edinburgh.

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"They could've kept the Ark going long enough to make 'Son of Sailor' on that!"

## NEWSVIEW

### A hole in the Bucket

In the precincts of the Royal Naval Museum at Portsmouth rests the Beira Bucket, bizarre symbol of one of the more unlikely operations which has been the Navy's lot since the Second World War. On display, too, are the badges of the many ships, large and small, which took part in Beira patrol.

As these ships ploughed up and down the African coast to blockade the Mozambique port in the name of Rhodesian oil sanctions, some of the sailors' spare hours in the long weeks were occupied by inter-ship sporting rivalry to gain the undistinguished but morale-boosting bucket. Regularly, Navy News carried reports from ships proudly claiming their successes.

While the patrol could be a chore and a bore, there were enjoyable times too — and some beneficial effects. It was sea time, a real operation with training experience, and patrols were invariably slotted into ships' passages to and from the Far East.

#### Counting the cost

All of it will be recalled by the men still serving who took part, as well as those now outside, but to today's young ratings — mere boys when it started — the name Beira will mean little.

Latest disclosures that the patrol was ineffective in that such large quantities of oil continued to flow by another route will have caused raised eyebrows in the Fleet as well as elsewhere.

While "guesstimates" of the cost of the naval operation vary widely, it must be virtually impossible to be precise because the patrol formed part of more extensive activity. One politician has made the interesting suggestion that company profits from the sale of oil to Rhodesia at that time should be used to pay the cost of the blockade.

#### Another job . . .

For the Navy it was simply another job, then to be done and now water under the bridge (or perhaps oil up the railway tracks would be more appropriate). However, there may be wistful reflection on how situations which seem clear-cut at the time often take on a different complexion with the perspective of history.

Inevitably the sanctions issue debate will continue. But whatever the outcome, and whoever might get egg on their faces, the Navy has good reason to look back with pride on the discharge — without demur and with good humour — of the thankless task it was given.

How gratifying it would be to believe that everyone had such a clear conscience.

# Clansman takes the Navy deeper

Seaforth Clansman, the 1,977-ton commercial diving support ship on charter to the Royal Navy, gives the Navy a facility to dive deeper, for longer, than ever before. The charter is expected to continue until the Navy's own purpose-built diving support vessel is ready in 1982.

There is a full-time naval party of 15 drafted to Seaforth Clansman, comprising divers, maintainers and a medical assistant. They concentrate solely on diving, leaving the running of the ship to alternating Merchant Navy crews under masters Capt. John Richie and Capt. James Jackson.

Their draft is likely to take them anywhere in home waters on an "as required" basis — to recover equipment or investigate objects on the sea bed.

When not specifically tasked, the Portsmouth-based ship is likely to head for the deep waters around Scotland's west coast, where training will continue.

Lieut. Gerry Martin, officer in charge of the

naval party in Seaforth Clansman, told Navy News the ship would do everything H.M.S. Reclaim is expected to do, and more.

Reclaim, the oldest operational ship in the Fleet, is equipped for diving to about 350ft. Seaforth Clansman's divers can go down to 1,000ft.

A saturation diving system in the new ship allows divers to work at great depth for days on end. Between dives they live in special pressurized chambers in the ship and undergo the lengthy decompression process only when their task is completed.

#### PRESSURIZED 'CABINS'

The system will normally support up to four divers at a time, although twice that number can be accommodated in the ship's two pressurized "cabins."

There they eat, sleep and relax between dives, to which they are lowered in a pressurized bell. A control room in the ship constantly monitors the divers at work.

Although the divers learn the theory of saturation diving in H.M.S. Vernon, Seaforth Clansman provides the practical training. When

she goes to sea, a senior rate and four divers from the Experimental Diving Unit's saturation team, based in Vernon, will join the ship, thus ensuring a steady trickle of trained men.

Life on board is comfortable. Chief diver CPO(D) Bill Bauckham says there was plenty of room for the naval party and that the food was first class.

The red-hulled Seaforth Clansman was completed last year. She looks like a modern deep-sea trawler, but is purpose-built for seabed operations and will give the Navy time to develop saturation diving techniques while a naval replacement is being built.

The Navy has chartered Seaforth Clansman for a year — at a cost of £6,500 a day — with an option of renewing the charter for a further four years.

The proposed Royal Navy diving support ship is expected to be at least twice the size of Seaforth Clansman, and to be capable of far more. Although her diving capacity will probably be much the same, she is also expected to operate manned and unmanned submersibles — the latter capable of probing all but the world's two or three deepest places.

Picture: CPO(Phot) Tony Wilson.



Seaforth Clansman enters Portsmouth Harbour. In addition to her diving support function, she carries salvage and oil dispersal equipment.



# H.M.S. Sea King



Down but not out... These pictures tell the story of what happened when a Sea King helicopter of 814 Squadron ditched in the sea near Lundy while returning to H.M.S. Hermes from Plymouth.

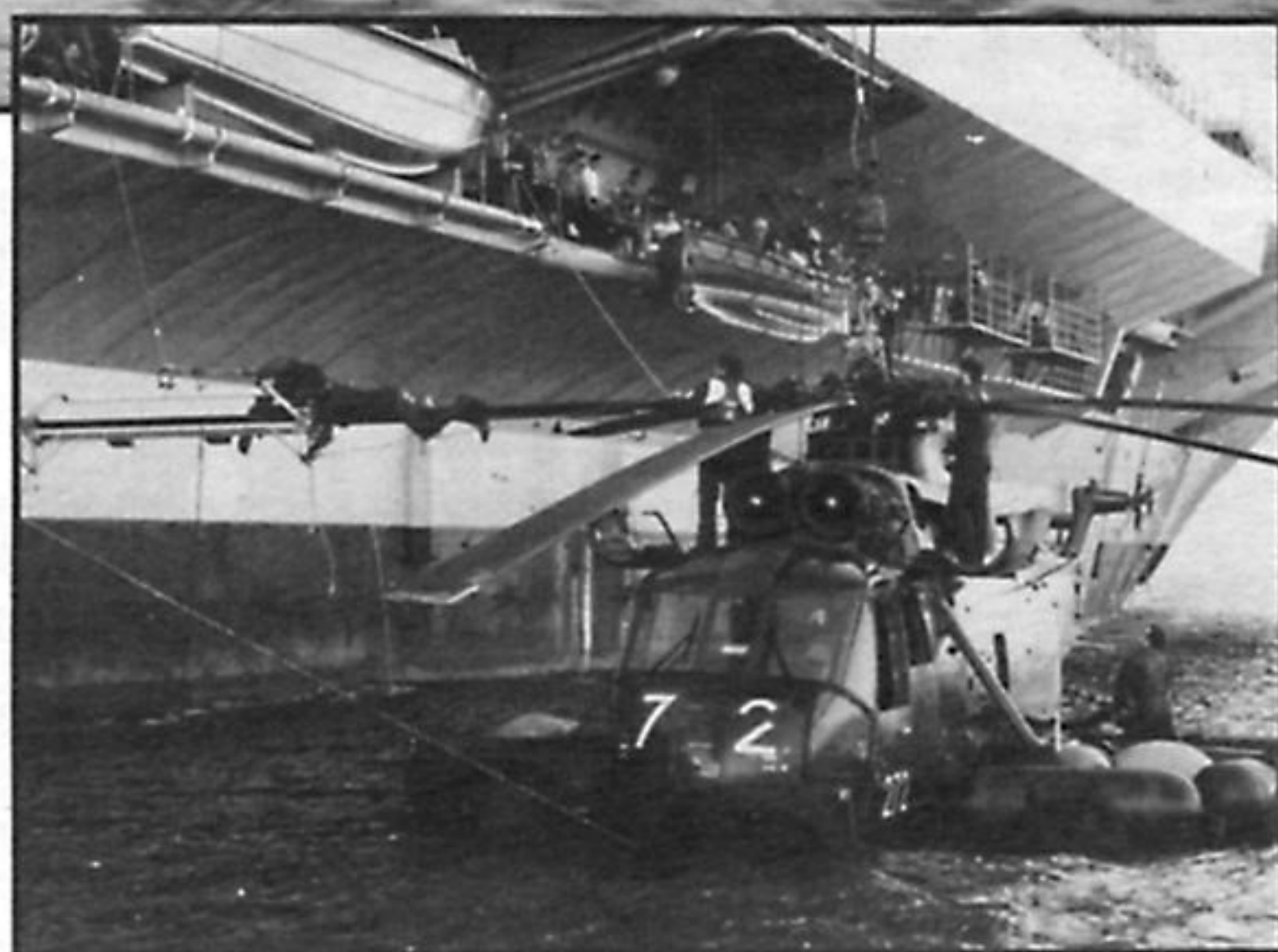
Sea King 272 was on a mail run from H.M.S. Drake when a major gearbox oil leak occurred over the Bristol Channel.

Her four-man crew and three passengers were picked up safe and sound by another Sea King from the Hermes and the SAR helicopter from R.A.F. Chivenor.

## FLOATING UPRIGHT

Thanks to a calm sea, the skill of pilot Lieut. Keith Dudley, and the inbuilt flotation bags, the ditched Sea King was still floating upright. With the Hermes now alongside, a rotor blade was removed, lifting gear fitted and, to the applause of the ship's company, the erstwhile "H.M.S." Sea King was hauled out of the water and restored to the flight deck.

The pictures show (anti-clockwise) the ditched helo; the arrival of H.M.S. Hermes; lifting gear fitted and rotor blade being removed; the lift; and back on the flight deck.



## Hermes piped to sea

H.M.S. Hermes was piped back to sea and a date with Exercise Northern Wedding after spending three months in Devonport Dockyard.

Embarked in the Hermes as she left Plymouth to the music of piper Lieut. Bob Henry was 814 Naval Air Squadron, a detachment from 707 Squadron, and a party of Sea Cadets from T.S. Hermes, Tiverton.

After trials, 40 Commando Royal Marines was embarked for a national exercise, followed quickly by the major NATO exercise Northern Wedding, during which the Hermes acted in both her anti-submarine and commando ship roles.

### £1,000 CHEQUE

In a "helping hand" role, the ship's Fleet and CPOs' mess has presented a cheque for £1,000 to the Guide Dogs for the Blind Association. The king-size contribution took nearly two years to collect.

## Hot times ahead for the Bristol

H.M.S. Bristol left Portsmouth on September 12 for two months in the West Atlantic and the prospect of some "hot" times to come.

One task ahead of her is to assess the effects of high temperatures on men and equipment when the ship is closed down as if in a nuclear fall-out environment.

This and other trials involving the U.S. Navy in computer information transfer exercises will demonstrate just how closely the two navies can work together in a complicated modern war situation.

The Bristol's programme has been prepared around week-end visits to Bermuda, the Bahamas, West Palm Beach and Mayport, Florida. For the ship's company there will also be opportunities to visit the rocket base at Cape Canaveral, and Disney World.

Second half of the deployment will embrace a passage up the East Coast of America and a short maintenance period in Norfolk, Virginia, before the

Bristol sails for Newfoundland. Back in Britain, the ship is scheduled for seven weeks of Basic Operational Sea Training at Portland before Christmas.

## Ton-up Olympus

Rolls-Royce fitters at Coventry have completed the 100th marine Olympus module — destined to go into H.M.S. Nottingham, the Type 42 destroyer being built at Southampton.

The 28,000 h.p. module, into which is mounted the marine Olympus gas generator, is used in the ships of 15 navies. It is the

standard unit for all new Royal Navy frigates, destroyers and cruisers, producing boost power for high speed operation.

The engine dates back to 1968, when H.M.S. Exmouth became the world's first all-gas turbine ship. She was powered by one Olympus and two Proteus engines.

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# HOW THEY 'FEED'

## MEAL TIMES ARE SO BUSY!

H.M.S. Ark Royal is a leviathan with an insatiable appetite. Each day at sea she consumes ten tons of food and up to 500 tons of furnace fuel oil.

Feeding that hunger and slaking that thirst are frequent and major operations. She imbibes every few days and every second or third drink is accompanied by a big meal.

It's all done, of course, by the process known as replenishment-at-sea. By the time she returns to Devonport at the end of her last deployment, the Ark is expected to have taken her 50th drink of 1978.

Her last big binge at sea will not go unnoticed by the chroniclers; but "celebration" would perhaps be the wrong word, for it will be another act in the finale of H.M.S. Ark Royal, last of the Royal Navy's fixed-wing carriers.



Barrels, barrels everywhere . . . and not a drop to drink! Keg beer is usually supplied by vertical replenishment — up to 1,000 kegs per session with, of course, a similar number of empties to return. Here the empties are packed

on to pallets to go back to R.F.A. Resource, the Ark's afloat support ship for the Westlant deployment. The Resource's main role was to replenish the Ark and other ships in the group with armaments by vertrep or jackstay.



Right: Steaming together in multi-ship RAS are, bottom to top, R.F.A. Lyness, H.M.S. Ark Royal, R.F.A. Olmeda and H.M.S. Antelope.  
Left: William Tell had nothing on this . . . at the start of a RAS(L), a gun line is fired from the Ark's flight deck to R.F.A. Olmeda, the carrier's replenishment tanker during her final Westlant deployment.

Right: It's "Music while you work" from the Royal Marines band as the Ark's flight deck bustles with activity during a stores replenishment from R.F.A. Lyness.

The RAS(S) provides a welcome chance for the ships "moles" — stores staff and others — to emerge into the daylight for a working "bronzey" session.  
It takes 60 people two to three hours to run the RAS(S) at flight deck level, checking and handling loads, driving tractors, directing fork lifts, distributing the stores and doing safety checks.

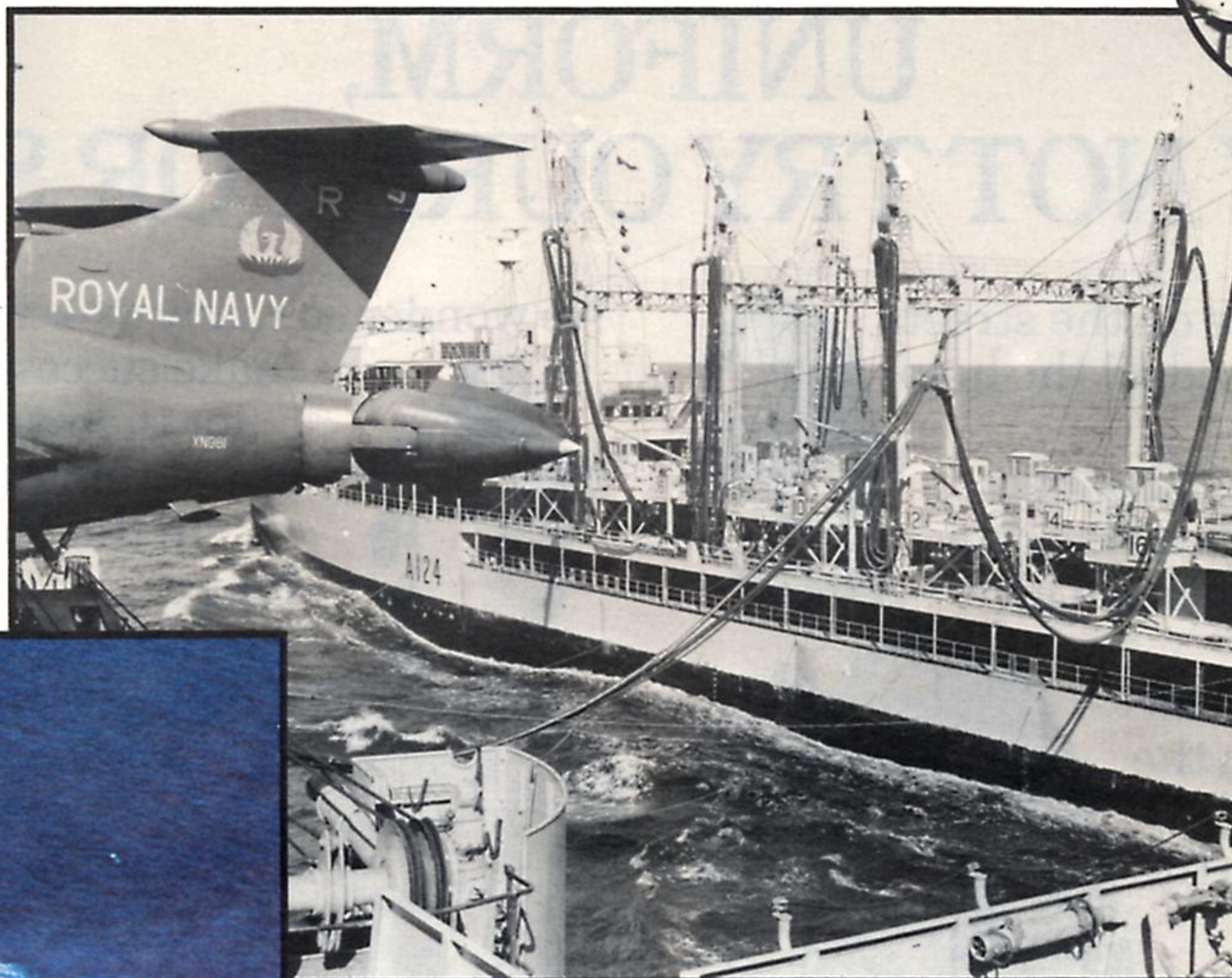
## From hand . . .





# THE ARK

Right: Capt. E. R. Anson, the Ark Royal's commanding officer, controls a RAS during precise manoeuvres.



Steaming parallel 150ft. away, R.F.A. Olmeda pumps fuel across to the carrier. The transfer of liquids is controlled on board the Ark by a CMEM, who with his team of two POMEMs, eight LMEMs and 16 MEMs co-ordinates the

filling of the tanks with an eye to reducing list and getting the job done quickly. Bearing in mind that valuable flying time is being lost, each RAS has to be a well-drilled and slick operation.

IN H.M.S. Ark Royal there is a time, place, and a badge for everything. It seems — as the colour picture (left, top centre) shows.

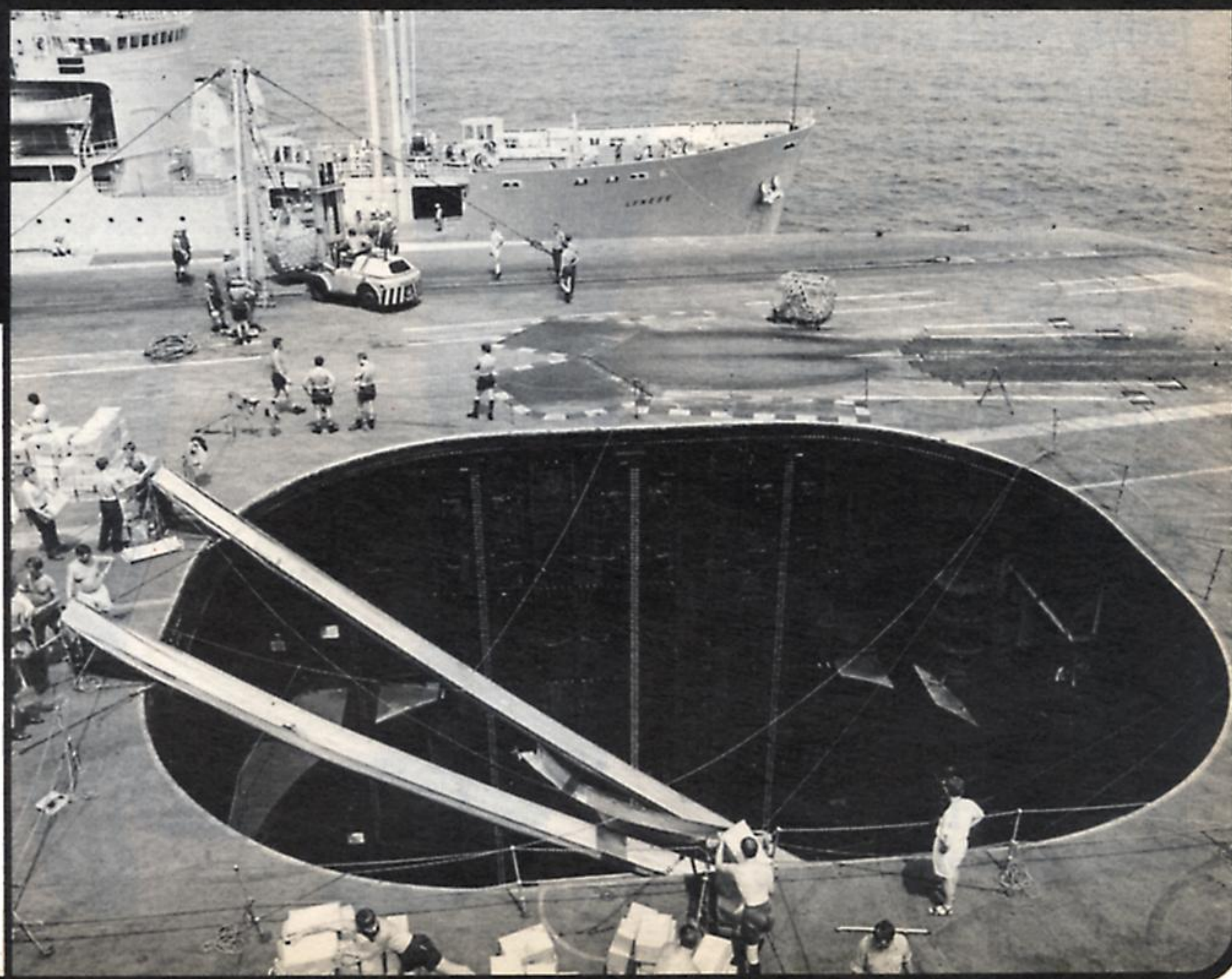
No one is left in any doubt that there is a RAS(S) — or replenishment at sea (stores) — going on, as R.F.A. Lyness, the Ark's floating store-room during the Westlant deployment, closes in on the carrier. Keeping the Ark at sea means replenishing her fuel tanks every three to five days and her store rooms every eight or nine.

In her first six months of sea time in 1978, she carried out 21 liquid replenishments-at-sea, embarking 32,000 tons of furnace fuel oil, 5,700 tons of Avcat aviation fuel, 1,700 tons of dieso for the generators, motor boats and flight deck vehicles, 70,000 litres of lubricating oil and 1,052 tons of fresh water.

The ten tons of food consumed daily in the carrier include one-and-a-half tons of potatoes, 3,600 eggs and 1,000lb. of flour, and on each stores replenishment 90 tons of provisions are taken on board at two jackstays — including 24,000 cans of beer, 12,000 cans of minerals and hundreds of gallons of bilge cleaner, detergent and Teepol.



## ... to mouth



Right: The Ark's gaping "mouth"! R.F.A. Lyness, the Ark's floating store-room during the Westlant deployment, carries a wide range of air, general and naval stores and provisions.

Most of the transferred stores are slid down canvas shutters rigged in the forward lift well then man-handled to the stores and fridges or distributed to departments, work which takes three or four hours on top of the two or three conducting the RAS at flight deck level.

Pictures by LA(Phot) Julian Anderson, LA(Phot) Stephen Colinson and LA(Phot) Colin Morgan.





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# PEOPLE IN THE NEWS



Above — Wren **SUE BEN-TLEY**, serving in R.N. air station Yeovilton, had lots to smile about after making two successful parachute descents at R.A.F. Weston-on-the-Green. Before making the two 2,500ft. jumps, Sue did a two-week parachuting course at the R.A.F. station.

Picture: PO(Phot) P. Holdgate.



When **POCK STEVE BATES** (left) and Sub-Lieut. **RALPH MILES** last served together it was in H.M.S. Hermes as killick chefs in the Wardroom galley. They met again in the Hermes during Exercise Northern Wedding, only this time Ralph was "flying tonight" rather than "frying tonight." With great determination he passed the necessary GCE O levels, was accepted as a Supplementary List officer and now, fully qualified, is one of 845 Commando Squadron's helicopter pilots. Let Steve have the last word: "Ralph wasn't a bad chef, so he ought to be able to fly a helicopter!"



**Mr. JOCK CAMPBELL**, who acted as steward to kings and captains, has retired after a 45-year association with the Royal Navy. For the past 17 years he has been at H.M.S. Nelson, which he leaves as chief civilian steward.

## Steward to kings and captains

As a PO steward serving in the battleship H.M.S. Nelson at Scapa Flow at the beginning of the war, Jock looked after King George VI, several European monarchs, and Winston Churchill at various times.

Later, in H.M.S. King George V, his action station during the Bismarck sinking was on the bridge behind Admiral Sir John Tovey, Commander-in-Chief of the Home Fleet. Jock also served in H.M.S. Bulwark in the West Indies and, as a member of Naval Party 1036, landed under fire at Anzio, Civetie and Livorno.

Picture shows Jock being presented with a Nelson plaque by Cdr. **GRAHAM MEREDITH**, executive officer of H.M.S. Nelson.

Picture: CPO(Phot) Tony Wilson



H.M.S. Caledonia has changed a lot since July 18, 1938, but Cdr. **JAMES J. BRADDOCK** is still in uniform! He is pictured here on his return to Caledonia, 40 years to the day after he joined the establishment as a new entry Boy 2nd Class. He retired in 1968, but is still serving in uniform with the Ministry of Defence's Proof and Experimental Establishment at Inchtterf near Glasgow.



First members of the WRNS to take part in the Nijmegen peace marches in Holland were Second Officer **SANDY BENNETT** (left) and Third Officer **MARIE BLACKMAN**, both serving at R.A.F. Brampton. Despite blisters and sore muscles, their team of 11 completed the 100-mile course to earn a Nijmegen medal. Thirty-two countries were represented at the 62nd Nijmegen March, which is designed as an international peace-promoting event.

## 'Welcome, brother, Sir!'



"Welcome aboard, brother, Sir!" was the greeting when two submarine captains met on board H.M.S. Opossum. Lieut. **DAVID TALL**, commanding officer of the Opossum, was on the casing to greet elder brother Lieut.-Cdr. **JEFFREY TALL**, who has commanded the submarines Olympus and Finwhale.

There have been few occasions in the 77 years of the Submarine Service that brothers have been qualified submarine captains at the same time. Lieut.-Cdr. Tall is now serving with the United States Navy in Hawaii on the staff of Commander Submarines Pacific.

## Nostalgic return to H.M.S. Dryad

Eighty-nine-year-old Mr. **ARTHUR FLEMING** made a nostalgic return to H.M.S. Dryad, where he was hall porter 47 years ago. He joined Dryad in 1930 after 25 years in the Royal Navy. At Dryad, Arthur met one of the present hall porters, Mr. **CHARLIE PETERS**, an ex-POSA.



Two old Sandpipers visited the London Division R.N.R. patrol vessel H.M.S. Sandpiper while the ship was berthed in H.M.S. Vernon. Ex-CPO **TOM TOPLEY** (left) and Cdr. **RICHARD RYCROFT** R.N. (ret.) both served on the China Station in the river gunboat, H.M.S. Sandpiper. They

were met at Vernon by Lieut. **ALEX JONES**, commanding officer of the present Sandpiper, and Lieut. **JOHN ROBERTS** (right).

When the World War II vessel was laid up at Changsha because of the Sino-Japanese hostilities, CPO Topley and the

rest of the ship's company trekked 1,000 miles across China to rejoin the Fleet at Shanghai. Cdr. Rycroft was first lieutenant of the Sandpiper and remained on board to protect British interests in the area.

The present Bird-class Sandpiper was commissioned last September.



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**IN MEMORIAM**

**Ex-CMEM Arthur (Robbie) Roberts** aged 43, beloved husband of Betty; loving father of Paul, Mark, Janet and Ruth; daughters-in-law Christine and Joanne; sons-in-law Glyn and Steve; grand-dad of Tracy and Gareth. Forever in our thoughts.

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The number following the points (or basic date) is the number of men who have been advanced during August.

Extracts of WRNS advancement rosters are given where an examination is required to qualify for the higher rate. WRNS ratings in the MT, Education and Quarters Assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

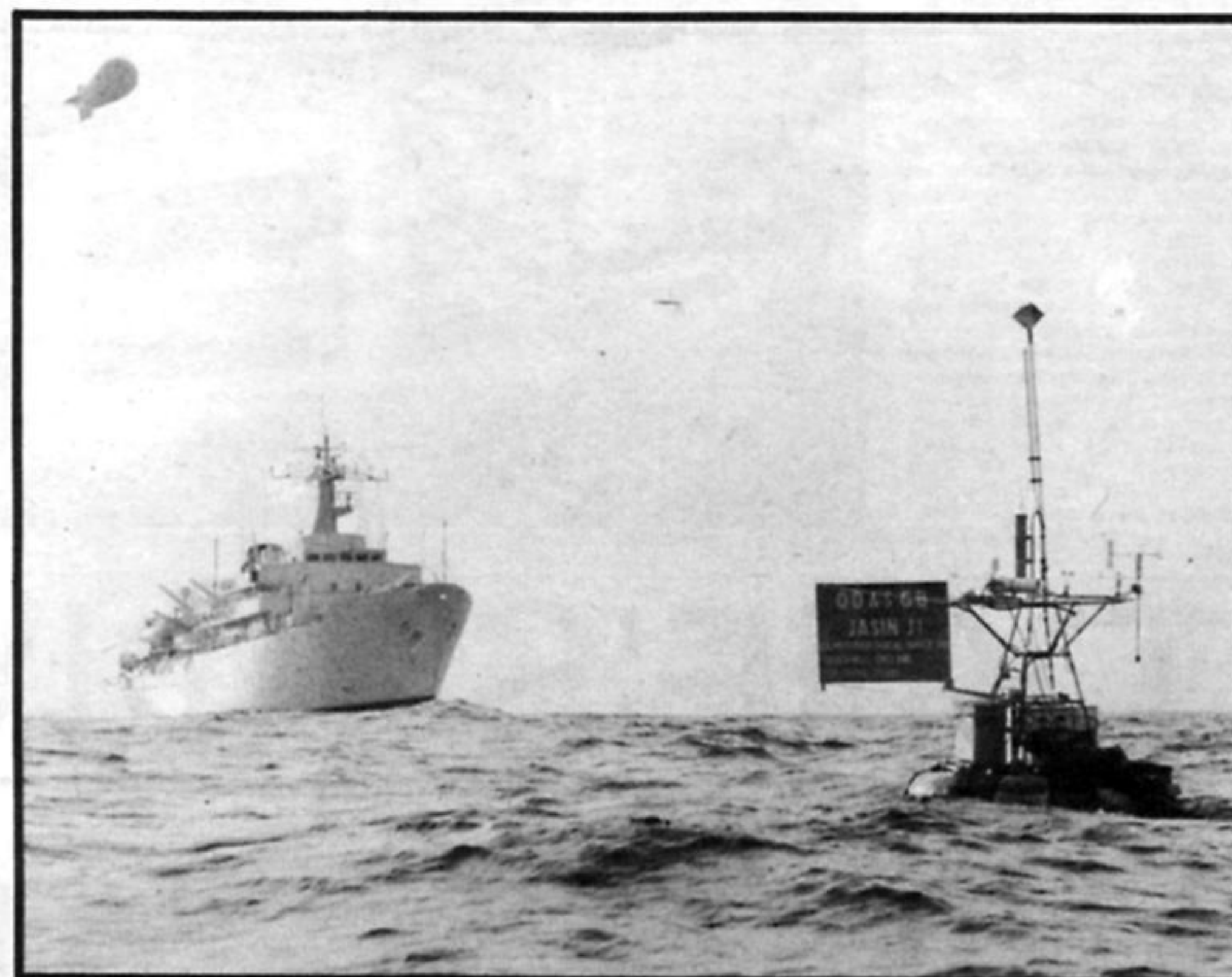
PO(EW/RS(W)) — Int (7.12.76). Nil; LS(EW/LRO(W)) — Dry, 5; PO(M) — Int (30.6.77); 9; LS(M) — Dry, 18; PO(R) — Int (9.4.77); 6; LS(R) — Dry, 12; PO(S) — Dry, 8; LS(S) — Dry, 7; PO(D) — Dry, Nil; LS(D) — Dry, 4; PO(MW) — 183; 1; LS(MW) — Dry, 5; PO(SR) — Int (12.12.74); Nil; LS(SR) — Dry, 4; POPT — 202; Nil; RPO — 259; 4; RS — 288; 7; LRO(G) — Int (13.6.78); 16; CY — 241; 11; LRO(T) — Int (15.3.77); 20; PO(SX(SM)) — Dry, 3; LS(SX(SM)) — Dry, 4; RS(SM) — 171; Nil; LRO(SM) — Dry, 5; PO(UW(XM)) — Int (15.3.77); 1; LS(UW(XM)) — Dry, Nil; POMEM — Dry, 14; LMEM — Dry, 55;

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POWREN AF(AE) — 184; Nil; LWREN AM — 164; 2; POWREN CK — Int (30.9.77); Nil; LWREN CK — Int (15.6.78); 2; POWREN DSA — Int (25.6.76); Nil; LWREN DSA — Int (6.5.77); Nil; POWREN MET — 129; Nil; LWREN MET — Int (4.2.77); 1; POWREN PHOT — 160; Nil; LWREN PHOT — Int (14.6.77); Nil; POWREN R — 215; Nil; LWREN R — 67; Nil; POWREN RS — Int (15.6.78); Nil; LWREN RO — Int (8.6.76); 3; POWREN STD G — 205; Nil; LWREN STD G — Int (11.5.77); 1; POWREN STD O — Int (14.11.77); Nil; LWREN STD O — Int (28.4.77); Nil; POWREN SA — Int (12.7.77); 1; LWREN SA — Int (20.6.78); 3; POWREN TSA — 90; Nil; LWREN TSA — 261; 1; POWREN WA — Int (18.2.77); Nil; LWREN WA — Int (16.6.76); 1; POWREN WTR G — Int (6.7.76); 1; LWREN WTR G — Int (21.6.76); 3; POWREN WTR P — Int (20.9.76); 1; LWREN WTR P — Int (21.2.77); 3; LWREN WTR S — Int (18.10.77); Nil; POWREN DH — Int (6.5.77); Nil.

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H.M.S. Hecla, her tethered "barrage" balloon overhead, is pictured on station in the North Atlantic. In the foreground a member of her ship's company works on a large buoy carrying sensitive meteorological equipment for the JASIN project. The Hecla placed the buoy in the water, and recovered it several weeks later.

H.M.S. Hecla reports that for the past two months she has been chasing "Eddy Fluxes" in an area 150 miles north west of St Kilda, but does not reveal if she caught up with him (or them)!

In lighter moments the ocean survey vessel also had time to train tethered balloon pilots and to study the marine life which abounds in those infrequently visited waters.

The Hecla's chase was part of an international project sponsored by the Royal Meteorological Society to study the transfer of heat momentum and water between the ocean and the atmosphere.

Heat transfer takes place mainly in turbulent eddies, hence the Hecla's search for eddy fluxes on which to direct its sensitive measuring equipment.

Called the Joint Air Sea Inter- ocean project (JASIN 1978), the

experiment involved 14 ships and four aircraft from nine countries.

The ship spent five weeks — broken by a leave period in Devonport — on station in her lonely bit of ocean. Life settled into a routine of hourly met. readings, radiosonde trackings, and experiments using a tethered, barrage-type balloon.

Talk of flying pay and associated perks brought a rush of volunteers for tethered balloon pilot training which, with folk concerts and other diversions raised nearly £100 for the Macintyre School for the Mentally Handicapped.

The Hecla returned to Devonport on September 8 for a families' day at sea, AMP and leave period before deploying in early October to the Mediterranean.

● A Sea King helicopter from 819 Squadron based in H.M.S. Gannet rendezvoused with H.M.S. Hecla off the Outer Hebrides to fly a sick seaman to hospital. Within 24 hours of feeling abdominal pains, AB(MW) Simon Mansell was recovering in hospital, his appendix successfully removed.

## Tug-of-war just a game for champs

The Navy's champion tug-of-war team, from H.M.S. Collingwood, found they had a lot to learn when they made a quick exit from the Inter-Service competition at the Braemar Highland Games.

The other Services treat tug-of-war as a major sport, an attitude which showed in their superior technique, special boots, body belts, and leather-reinforced shirts.

While the tug-of-war team was taking the strain at Braemar, Collingwood's volunteer band was showing the flag in Antwerp, Belgium, which was celebrating its liberation by the British 34 years ago.

## PROMOTIONS

Authorization for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:-

### OPERATIONS BRANCH

(SEAMAN GROUP)

To CPO(D) — T. Settle (Cochrane).

### COMMUNICATIONS

To CRS — J. Purnell (Juno), R. Josey (Raleigh), T. J. Wheeler (Centurion).

### SUPPLY AND SECRETARIAT

To CPOSA — A. D. Cambridge (Diomedes), A. J. Robinson (Fearless), A. L. Woodward (Yarmouth).

### WEAPONS ENGINEERING

To COEL — K. R. Farrow (Bacchante), R. W. I. Demery (Collingwood), P. Miller (Dolphin), R. C. Hamilton (Amazon), J. M. Morey (Battleaxe), B. R. O. Park (Devonport FMG), L. C. Nash (Rosyth FMG), C. A. R. Bailey (Vernon), W. F. Bygrave (Blake).

To CREL — D. Moir (FOSNI), P. W. Armstrong (FOSNI), D. J. M. Russell (Nelson).

### FLEET AIR ARM

To CPOA(SE) — P. Trafford (Osprey).

### MARINE ENGINEERING

To ACMEA(H) — K. D. McIntosh (Sultan), R. T. Brindle (Kent), D. G. Lenton (Sultan).

To ACMEA(P) — H. Sharpe (Ark Royal), B. R. Lingham (Britannia), J. W. Bailey (Tartar).

The following promotions to lieut.-cdr. on the Supplementary List to date September, 1978, have been made:

### SEAMAN

R. Warren, P. S. J. Love, G. R. K. Gadsdon, A. G. Francis, J. E. Eytton-Jones, T. E. O'Brien, J. R. Dransfield, C. Wilson, B. S. Nocher, G. J. May, R. A. Edwards, S. D. Pendrich, J. T. Lockwood, A. A. Gomm, R. J. T. Pallister, P. W. Hails, P. A. W. Raine.

### ENGINEERING

C. D. Hollis, G. R. D. Pearce.

## SD selection

Boards convened in February this year selected the following ratings for promotion to commissioned rank —

To acting sub-lieutenant (E)(ME): ACMEA(P)s C. R. Clarke, B. Cooper, J. Gullis, R. G. H. Kite and P. B. Lambert, CMEA(P) A. Lorimer, CMEMN(P) S. Mault, MEA1(P) I. R. Munro, and ACMEA(P)s D. Strawford and A. G. Whetton.

To acting sub-lieutenant (E)(MESM): CMEA(P) M. Johnson, ACMEA(P) C. C. Leggett, CMEA(P) J. D. Picken, and MEMN1(P) P. J. Southern.

To acting sub-lieutenant (E)(HULL): ACMEA(H) R. J. Burnage, and MEA1(H)s B. J. Dawson and D. G. Lenton.

Details are contained in DCI(RN) 528.

## PEN-PALS . . . PEN-PALS . . . PEN-PALS . . . PEN-PALS

Details of the applicants are as follows:-

Angela (19), single, 5ft. 6in., brown hair, blue-grey eyes, Luton, Beds.  
Liz (18), single, blonde hair, blue eyes, Coventry.  
Susan (25), single, 5ft. 5in., brown hair, green eyes, Dagenham.  
Geraldine (19), single, 5ft., blonde hair, St Neots, Cambs.  
Sandra (22), single, 5ft. 4in., brown hair, blue eyes, Bognor Regis.  
Lynda (22), single, 5ft. 8in., brown hair, blue eyes, Dundee.  
Miss M. (26), single, 5ft. 10in., brown hair, blue eyes, one son (7), Harrow.  
Margaret (47), widow, 5ft., dark hair, blue-grey eyes, London.  
Ann (34), divorced, 5ft., brown hair, blue eyes, one son (6), Cranleigh, Surrey.  
Carole (26), divorced, 5ft. 3in., fair hair, blue eyes, Portsmouth.  
Helle (21), single, blonde hair, blue eyes, Denmark.  
Deb (17), single, 5ft. 6in., auburn hair, brown eyes, Portsmouth.  
Mandie (17), single, 5ft. 4in., brown hair, brown eyes, Portsmouth.  
Susan (15), 5ft. 5in., blonde hair, green eyes, Workop.  
Yvonne (16), 5ft. 6in., brown hair, green eyes, Workop.  
Denise (16), 5ft. 5in., chestnut hair, blue eyes, Camberley.  
Lynne (16), 5ft. 5in., fair hair, blue eyes, Camberley.  
Carol (19), single, brown hair, blue-grey eyes, Southampton.  
Olive (38), divorced, 5ft. 2in., blonde hair, hazel eyes, London.  
Theresa (15), 5ft. 3in., brown hair, brown eyes, London.  
Susan (16), 5ft. 6in., fair hair, hazel eyes, London.  
Julie (17), single, 5ft. 3in., brown hair, blue eyes, Portsmouth.  
Debra (18), single, 5ft. 3in., brown hair, brown eyes, Teignmouth.  
Jean (41), divorced, 4ft. 9in., brown hair, brown eyes, Plymouth.  
Mary (17), single, 5ft. 3in., blonde hair, blue eyes, Sidmouth.  
Susan (17), single, 5ft. 4in., brown hair, hazel eyes, Exeter.  
Sarah (17), single, 5ft. 4in., fair hair, blue eyes, Sutton Coldfield.  
Susan (23), single, 5ft. 3in., brown hair, brown eyes, one daughter (4), Huddersfield.  
Judy (23), single, 5ft. 10in., brown hair, blue eyes, Elgin, Morayshire.  
Sheila (24), single, 5ft. 2in., brown hair, Elgin, Morayshire.  
Allison (16), 5ft. 4in., brown hair, brown eyes, Ballycay.  
Sue (18), single, 5ft. 6in., blonde hair, blue eyes, Ramsgate.  
Dawn (21), single, 5ft. 2in., blonde hair, blue eyes, Halifax.  
Carol (25), single, 5ft. 8in., brown hair, blue eyes, Plymouth.

Christine (22), divorced, 5ft. 3in., brown hair, hazel eyes, three sons, Littlehampton.  
Mandy (18), single, 5ft. 3in., blonde hair, green eyes, Guernsey.  
Joy (46), unmarried, 5ft. 3in., brown hair, hazel eyes, Stoke-on-Trent.  
Louise (36), widow, 5ft. 7in., dark hair, Devon.  
Fiona (21), divorce pending, 5ft. 11in., blonde hair, brown eyes, Littlehampton.  
Lynda (25), single, 5ft. 10in., brown hair, green eyes, Boroughbridge, Yorks.  
Angela (18), single, 5ft. 3in., blonde hair, grey-blue eyes, Northampton.  
Mary (15), 5ft. 1in., brown hair, blue eyes, Oxford.  
Sandra (17), single, 5ft. 4in., brown hair, blue eyes, Bristol.  
Lynn (17), single, 5ft. 1in., blonde hair, green eyes, Bungay, Suffolk.  
Jane (17), single, blonde hair, blue eyes, Colchester.

Yvonne (16), 5ft. 6in., fair hair, brown eyes, Droylsden, Tameside.  
Helen (15), 5ft. 3in., blonde hair, blue eyes, Horley, Surrey.  
Lesley (16), 5ft. 4in., brown hair, blue-grey eyes, Malpas, Cheshire.  
Mita (29), single, 5ft. 5in., brown hair, hazel eyes, Taunton.  
Patricia (15), 5ft. 7in., brown hair, hazel eyes, Rotherham.  
Catherine (39), widow, 5ft. 6in., brown hair, blue eyes, Dagenham, Essex.  
Sue (18), single, 5ft. 4in., blonde hair, blue-grey eyes, Orpington, Kent.  
Fiona (19), single, 5ft. 8in., auburn hair, brown eyes, Dundee.  
Catherine (27), single, brown hair, grey-blue eyes, Forth, Lanarkshire.  
Lorraine (22), single, 5ft. 4in., brown hair, hazel eyes, Bristol.  
Andrea (16), 5ft. 4in., brown hair, brown eyes, Cardiff.

Tina (17), single, 5ft. 6in., fair hair, green eyes, Derby.  
Janine (24), single, brown hair, brown eyes, Sutton-in-Ashfield.  
Margaret (31), separated, 5ft. 2in., fair hair, blue eyes, two children, Ramsgate.  
Kay (42), widow, 5ft. 6in., fair hair, blue eyes, three children, Hitchin, Herts.  
Pauline (16), 5ft. 6in., brown hair, hazel eyes, Birmingham.  
Deirdre (37), divorced, 5ft., fair hair, blue eyes, Bognor Regis.  
Pam (19), single, 5ft., brown hair, brown eyes, Stanford-le-Hope.  
Penny (19), single, 5ft. 4in., fair hair, hazel eyes, Stafford.  
Trudy (17), single, 5ft. 2in., fair hair, blue eyes, Stafford.  
Margaret (28), single, 5ft. 5in., auburn hair, green eyes, one son (10), Rainham.  
Nicola (16), 5ft. 3in., brown hair, brown eyes, Crewe.  
Renia (18), single, 5ft. 5in., brown hair, green eyes, London.  
Wendy (28), divorce pending, 5ft. 7in., brown hair, green eyes, one daughter, Stourbridge.  
Karen (15), 5ft. 5in., blonde hair, blue eyes, Hemel Hempstead.  
Jeanne (19), single, 5ft. 5in., brown hair, blue eyes, Exeter.  
Jane (17), single, 5ft. 1in., brown hair, Loughborough.  
Deana (17), single, 5ft. 6in., brown hair, blue eyes, Plymouth.  
Jane (23), single, 5ft. 5in., brown hair, grey-green eyes, Huddersfield.  
Lynda (33), divorced, 5ft. 4in., brown hair, brown eyes, Okehampton.  
Louise (17), single, blonde hair, hazel eyes, St Helens, Merseyside.  
Anna (50), widow, auburn hair, blue eyes, Ipswich.  
Angela (24), single, 5ft. 5in., brown hair, brown eyes, Buckley, Clwyd.  
Zoe (18), brown hair, brown eyes, Derby.  
Lyn (25), single, 5ft. 1in., blonde hair, blue eyes, Westcliff-on-Sea.  
Sue (24), single, 5ft. 2in., brown hair, brown eyes, Wickford, Essex.  
Grace (35), divorced, 5ft. 6in., brown hair, green eyes, three children, Eastleigh, Hants.  
Susi (20), single, 5ft. 2in., dark hair, dark eyes, Sutton, Surrey.  
Emily (34), divorced, 5ft. 7in., brown hair, green eyes, two daughters, Selby, Yorks.  
Sue (19), single, 5ft. 9in., brown hair, green eyes, Taunton.  
Gill (21), single, 5ft. 1in., blonde hair, blue-grey eyes, Taunton.  
Sarah (22), single, 5ft. 3in., brown hair, brown eyes, London.  
Sian (16), 5ft. 6in., fair hair, blue eyes, Wells, Somerset.  
Pauline (30), divorced, 5ft. 2in., brown hair, hazel eyes, two sons, Portsmouth.  
Phyllis (39), divorced, 5ft. 6in., brown hair, blue eyes, two children, Portsmouth.  
Maureen (34), divorced, 5ft. 4in., brown hair, blue eyes, two daughters, London.  
Marcelyn (21), single, 5ft. 4in., brown hair, green eyes, Shepton Mallet.  
Dawn (17), single, brown hair, blue eyes, Chesterfield.  
Bernadette (22), single, 5ft. 3in., fair hair, London.

Readers seeking penfriends in the Royal Navy are listed here. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Beverley (23), single, brown hair, blue eyes, Bolton.  
Michelle (16), 5ft. 2in., blonde hair, hazel eyes, Hull.  
Sue (19), single, 5ft. 3in., brown hair, blue eyes, Reading.  
Jackie (27), divorced, 6ft., blonde hair, blue eyes, two children, Newport, I.O.W.  
Roslynne (22), single, 5ft. 2in., blonde hair, blue eyes, Plymouth.  
Auriol (20), single, 5ft. 4in., brown hair, blue eyes, Chichester, Sussex.  
Jane (21), single, 5ft. 2in., brown hair, brown eyes, Southampton.  
Maria (16), 5ft. 1in., brown hair, hazel eyes, Portsmouth.  
Sylvia (26), single, 5ft. 2in., black hair, blue eyes, Portsmouth.  
Claudette (17), single, 5ft. 4in., black hair, brown eyes, Manchester.  
Janet (22), single, 5ft. 7in., fair hair, blue eyes, Barrow-in-Furness.  
Jane (17), single, 5ft. 5in., fair hair, blue eyes, Romsey, Hants.  
Linda (18), single, 5ft. 8in., brown hair, hazel eyes, Isleworth, Mddx.  
Audrey (15), 5ft. 4in., brown hair, grey-blue eyes, Droylsden, Tameside.  
Heather (18), single, 5ft. 2in., brown hair, brown eyes, Emsworth, Hants.  
Bev (19), single, 5ft. 1in., brown hair, green eyes, Ipswich.  
Lesley (18), single, 5ft. 10in., blonde hair, blue eyes, Harlow, Essex.  
Susan (25), divorced, 5ft. 4in., brown hair, brown eyes, Dundee.  
Tammylee (39), divorced, 5ft. 3in., brown hair, blue eyes, Bognor Regis.

Denise (16), 5ft. 1in., blonde hair, blue eyes, Cardiff.  
Sue (22), divorced, 5ft. 5in., brown hair, hazel eyes, one daughter (3), Plymouth.  
Belle (50), widow, 5ft. 7in., blonde hair, brown eyes, Falkirk.  
Barbara (16), brown hair, blue eyes, Minnesota, U.S.A.  
Helen (22), single, 5ft. 4in., auburn hair, blue eyes, Rochdale, Lancs.  
Carol (17), single, 5ft. 1in., brown hair, brown eyes, Milton Keynes.  
Hazel (39), divorced, 5ft. 4in., blonde hair, blue eyes, two children, Eiland, Yorks.  
Lynn (24), single, 5ft. 2in., fair hair, blue eyes, Grays, Essex.  
Sue (23), divorced, 5ft. 1in., brown hair, grey-blue eyes, one son (2), Swindon.  
Shirley (19), single, 5ft. 2in., blonde hair, blue eyes, Walton-on-Thames.  
Debbie (18), single, 5ft. 4in., blonde hair, green eyes, Stalybridge, Cheshire.  
Margaret (47), divorced, 5ft. 5in., brown hair, blue eyes, Birmingham.  
Jennie (27), divorced, 5ft. 6in., blonde hair, blue eyes, one daughter (3), Bromsgrove, Worcs.  
Linda (22), single, 5ft. 6in., brown hair, brown eyes, Plymouth.  
Wendy (26), divorced, 5ft. 6in., brown hair, brown eyes, one daughter, Plymouth.  
Jane (34), divorce pending, brown hair, green eyes, two children, Bromsgrove.  
Carole (15), 5ft., brown hair, blue eyes, Southampton.  
Cheryl (20), single, 5ft. 2in., blonde hair, Workop, Notts.

## Navy News

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# ROYAL NAVAL ASSOCIATION

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## HI, HYDRA!

Right: Shipmate Jimmy Read, with CEMEN Robert McWilliams, who presented him with a photograph and crest of H.M.S. Hydra when he paid a visit to the ship. Shipmate Read served as a chief stoker in the sixth Hydra and saw action in the North Sea, the Arctic and in the Normandy landings during the Second World War.

Picture: LA(Phot) Douglas Wigfield



### REUNIONS

The Midlands Coastal Forces Association is holding a dinner on Friday, October 20, at the Nautical Club, Birmingham, to honour some of the most distinguished officers who fought in Motor Torpedo Boats and Motor Gun Boats in the Second World War. They are: Sir Peter Scott, Capt. Peter Dickens, Cdr. Donald Gould Bradford, Cdr. Dunstan Curtis, Mark Arnold Forster, and Lieut.-Cdr. Peter Stone; R.N.

The River Plate Veterans Association are holding the 39th anniversary reunion of the Battle of the River Plate at the Mayflower Hotel, Plymouth, on December 2 with a commemorative service and wreath-laying at the Naval War Memorial at 1100. For details write sending stamped addressed envelope to R. A. Fogwill, Secretary River Plate Veterans Association, 96 Hartop Road, St Marychurch, Torquay.

Those who served in H.M.S. Antigua, interested in attending a reunion, venue to be decided, please contact Mr. C. Bowns, The Mercia, Cross Cheaping, Coventry. Telephone: Coventry 56002.

The H.M.S. Howe reunion (1942-45) for Midland ex-Howes, will take place in Birmingham towards the end of October. For details write to Lieut.-Cdr. A. G. Skett, R.N.R. (ret.), 19 Norman Road, Northfield, Birmingham B31 2ES.

H.M.S. Gambia reunion will take place on November 4, on board H.M.S. President, King's Reach, London EC4, from 1930 onwards. For details contact

Mr. George Creasy, 184, Rede Court Road, Rochester, Kent, ME2 3TU. Telephone Medway 75784.

H.M.S. Ajax (1937-40 commission) will hold their reunion in the Ships Company Dining Hall in H.M.S. Belfast on December 9, 1700 to midnight. Tickets £3 including buffet, dancing, cabaret from Ships Boatswain, Mr. E. Smith, c/o H.M.S. Belfast, Symons Wharf, Vine Lane, London SE1 2JH. Please send stamped addressed envelope before November 18.

H.M.S. Barham Survivors Association are holding their reunion dinner on November 25, on board H.M.S. Chrysanthemum, 5.30 p.m. for 6 p.m. Space limited to 84; survivors given first preference. Tickets £4 each available from Mr. Len Horner, 10, Astbury Road, Peckham, SE15 2NJ.

## TYNE'S ALIVE!

Some confusion seems to exist in No. 11 Area about the health of Tyne branch. Let it go on record that the branch is in fine health — flourishing in fact — since leaving 24, Cloth Market. The Friday night meetings at the F.E.P.O.W. Club, Charlotte Square, Newcastle, are as lively as ever and word has it it's also a lively spot on Sunday mornings.

In Southampton things have never looked healthier. After eight years the branch held its re-commissioning ceremony on August 11, at H.M.S. Wessex, headquarters of the Royal Naval Reserve. Capt. G. R. Hill, R.N. was elected president of the branch, which promise a closer link between the R.N.R. and R.N.A.

Good news, too, from Doncaster. It has taken time, but they are now property owners and have purchased their own club premises.

Plymouth Navy Days offered 50 members from Bishop Cleeve and 12 from Stafford the opportunity to make a stop-off on the homeward journey at Newton Abbot, where the travellers were warmly welcomed and suitably refreshed.

### Delighted

In return for hospitality received at H.M.S. Dolphin, Selsey entertained Fleet chief petty officers and their wives at Pontin's (Broadreeds) Holiday Centre. They were delighted to receive their first plaque from their guests.

The 33rd anniversary of V.J. (Victory over Japan) Day was not ignored in Harrogate. To mark the event a Muster was held — the third in one month.

A gala charity event is planned by Northfield to take place on Saturday, November 11, to help raise money for a kidney machine for the Queen Elizabeth Hospital. The event, a 10-12-mile gun pull, will set off from the new branch headquarters — the King George V Inn — and finish either at the hospital or at the A.T.V. Studios.

The ladies of Fraserburgh have hit on a good way to raise money. Their "200" club has raised £1,000 over the past year to help buy new premises.

In Southend-on-Sea an excellent relationship exists between the Association of Wrens and members of the Royal Naval Association. Together they helped look

### OBITUARY

Shipmate Norman Kershaw, founder member and vice-president Sheffield Branch, member of many other local and national ex-service organizations, died August 19, aged 73.

### BRANCH NEWS

after a stall at the local carnival and raised £170 for charity.

About 540 shipmates from all over the country attended the dedication of Grimsby's new standard and the laying up of the old. A parade of 27 standards was led by the band of the Grimsby Sea Cadets. Shipmate Ogden carried the old standard, followed by Shipmate Bob Broomhead carrying the standard of No. 9 Area.

After services in two churches — Grimsby's mother church of St James and the Seaman's chapel — guests and members enjoyed an excellent tea provided by the ladies of the branch. The evening ended with a grand dance in the Drill Hall.

### CALLING OLD SHIPMATES

Mr. M. A. Linnell, R.M., K Company, 42 Commando, Royal Marines, BFPO 811, wishes to contact both Marines and Navy friends who served with him in H.M.S. Mohawk 1967-70, to have a "leaving run" and reunion before he returns to Canada.

Mr. Paddy McGarry (ex-stoker 58 landing craft, Assault Flotilla 1942), of 27 Lever Road, Portstewart, Co. Londonderry, BT55 7EB, N. Ireland, greets his old mates, particularly Lieut. Baxter R.N. and Sub-Lieut Temple Richards.

Mr. Ron Bear (former telegraphist H.M.S. Revenge), of 19, Foxwood Avenue, Mudeford, Christchurch, Dorset BH23 3JZ would like to hear from old shipmates and to enquire if a reunion is in the offing.

Mr. R. A. White, 97 Leicester Road, Glen Hills, Glen Parva, Leicester, LE2 9HM extends an invitation to two former able seamen to attend the celebrations to mark his silver wedding — Mr. Jimmy Newton of Manchester and Mr. Terry Skull of Scunthorpe. Both were at the wedding in Leicester 25 years ago.

Mr. L. Tarpey, (ex-stoker) of 13, Temple Street, Castleford, Yorks, would be glad to hear from any of his old shipmates in H.M. Ships Newcastle (1937-42) Bradford, Goodson, Alauina, Tocogay and Chieftain.

Mr. B. R. Isles, 27, Inhurst Way, Tadley, near Basingstoke, Hants, writes on behalf of Mr. and Mrs. M. Lafferty, 16, Cloete Place, Woodlands, Durban 4001, Natal, S. Africa, who would like to hear from Medical

## No longer the unknown flier . . .

Comrade, messmate, shipmate, mate — what's in a name when it is the quality of friendship shared by those who serve and have served in the Royal Navy that is important?

It can prompt excessive generosity and enormous kindness. As a bond, shared by many, it now links a naval pilot of the Second World War, a U.S. naval veteran, Mr. Carl Pease, and shipmates of Scarborough Royal Naval Association.

The link spanning 38 years was established when Mr. Pease paid a visit to Scarborough R.N.A. recruiting publicity display and told a member about a naval pilot buried in an unmarked grave in Vero Beach Cemetery, Florida.

Mr. Pease, because of former happy associations with the Royal Navy in China, undertook the difficult task of trying to trace the pilot's identity. In due course he was found to be a former member of the Redcoat Squadron of British pilots, who trained in Vero Beach during the Second World War.

### HEADSTONE

Thanks to this effort and those of a Mrs. Elizabeth Mason, of Florida, and the help of local benevolent associations, a headstone will be erected to Sub-Lieut. Kenneth Boocock R.N.V.R. of Great Coats, Grimsby, Lincolnshire, killed on a mission flight, on September 4, 1943, aged 26.

Shipmates of Scarborough are paying their own tribute by sending Mr. Pease a brass Fleet Air Arm plaque, suitably inscribed.

### YANGTSE PLEA

Fellowship of the sea has also prompted Mr. John Ashford to write from South Africa in the hope of discovering some news of a reunion to mark the 30th anniversary of the Yangtze Incident in April, 1949.

Anyone with information about a reunion or an association for those who took part is asked to contact Mr. Ashford, c/o PO Box 1386, Johannesburg, South Africa 2000.

## WE, THE LIMBLESS LOOK TO YOU FOR HELP

We come from both world wars. We come from Kenya, Malaya, Aden, Cyprus . . . and from Ulster. From keeping the peace no less than from war we limbless look to you for help.

And you can help, by helping our Association. BLESMA (the British Limbless Ex-Service Men's Association) looks after the limbless from all the Services. It helps, with advice and encouragement, to overcome the shock of losing arms, or legs or an eye. It sees that red-tape does not stand in the way of the right entitlement to pension. And, for the severely handicapped and the elderly, it provides Residential Homes where they can live in peace and dignity.

Help BLESMA, please. We need money desperately. And, we promise you, not a penny of it will be wasted.



### Donations and information:

Major The Earl of Ancaster, KCVO, TD, Midland Bank Limited, 60 West Smithfield, London, EC1A 9DX

### British Limbless Ex-Service Men's Association

'GIVE TO THOSE WHO GAVE — PLEASE'



HELPING HANDS ... HELPING HANDS ... HELPING HANDS ... HELPING HANDS ... HELPING HANDS ... HELPING HANDS

# Roman Warriors race for cash!

A Roman chariot race may seem a far cry from sponsored cycles, swims and walks, but for CPO Bob Shaw, whose idea it was, and the 20 sailors from H.M.S. Warrior who participated, it proved a winner in the fun-cum-fund stakes.

Using a disguised two-wheeled cart as the chariot, the "Roman Warriors" pulled it the 35 miles from Northwood to Chinnor in Oxfordshire. Averaging 5 m.p.h. and supported by five enthusiastic wenchers, the cohort — four teams of five Romans — took half hour turns as charioteers and completed the run in 8½ hours.

The effort raised £1,200 for

muscular dystrophy, the British Limbless Ex-Servicemen's Association and the Licensed Victuallers Association.

□ □ □

H.M.S. Dido's "mature" members — those over 32 years — achieved unheard of speeds on the ship's "pusser's red," cycling 90 miles to Lands End in under ten hours. The veterans

who set this pace were POCK Chapman, PO(R) Shaw, Lieut. Porteous, POCK Panter, CEMN 1 Vangorff, CPO Ward, POWTR Harrison, CREMN Dean and CPOCA Lewis. Their relay effort raised £100 for Liskeard hospital charities. A sponsored ride to Bolton by members of the ship's company raised a further £500 for a handicapped children's home.

Cyclists from H.M.S. Torquay blazed a trail 160 miles from Portsmouth to Torbay in very good time. The team, LCK Steven Waldram, LCEM Dan Baldry, CEM Mick Bowers and AB Mick Greenwood, received a great welcome at the Torbay Children's Hospital where they were greeted by the Mayor of Torbay and entertained to lunch. Their effort raised £250 for the Louisa Carey children's ward, and will be used to buy a special traction bed.

□ □ □

A sponsored walk around London area was the choice of teams from Commencement Whitehall and Furze House, which raised £105 for the Royal National Lifeboat Institution.

□ □ □

Members of the ship's company of H.M.S. Coventry canoed 112 miles from Chester to Coventry in under 30 hours and raised £600 in sponsorship for charities in two areas.

□ □ □

Four LREMs from H.M.S. Collingwood spent their divisional activity week at Rowner naval estate helping to re-organize the estate playcentres. They moved the contents of two centres to new premises.

□ □ □

Members of the ship's company of H.M.S. Arethusa took children from East Shore Handicapped School on an outing to Tucktonia Model Village, Christchurch, before the ship



Three young visitors watch intently as an avalanche of pennies — worth £126 — falls to the floor at a barbeque in Chatham Naval Base. The pennies were collected in the senior rates' mess of the Fleet submarine H.M.S. Courageous, for the Royal National Lifeboat Institution. The penny pushers are (left to right) little Paul Pairman; CPO Gerry Lanston, president of the mess; Charles Bowry and father CPO Charles Bowry, coxswain of the Courageous; and Phillip Pairman, twin brother of Paul.

Picture: PO(Phot) Roger Smart.

left Portsmouth for Devonport where she is now based. The Arethusa has enjoyed a long and happy relationship with the school and would like to see this continued by a ship or shore establishment in the Portsmouth area. Those interested should contact RO R. Charles in H.M.S. Arethusa.

□ □ □

LWren Ginny Harris collected more than £30 of the £100 collected from sponsorship of the FOCAS Summer Superstars, for the Denmead Branch of the

Royal National Lifeboat Institution.

□ □ □

Six petty officers from H.M.S. Sultan guided 14 blind and partially sighted members of the Hampshire Association for Care of the Blind on a week-end canoeing trip on the Thames. The guides, POMEMs Tiny Little, Paul Lee, Keith Large, William Henry, Dook Delaney, and Robert Harris, all members of Sultan Canoe Club, accompanied the blind in double canoes and "talked" them along



Speeding past the 40-mile limit, "Roman Warriors" from H.M.S. Warrior race their "chariot" towards Chinnor, the last stop in a 35-mile race which began at Northwood.

Picture: LA(Phot) B. Pratt.

## 'I SEE NO ...'



Britain's Minister of State for Defence, Dr. John Gilbert, used the oldest and most battle-tested piece of kit still on general issue to the Fleet, a CKC Pattern 373C naval telescope, when he gave Hong Kong the "once over" from the decks of H.M.S. Yarrton.

Dr. Gilbert, who inspected H.M.S. Tamar and the ships of the Hong Kong Squadron, is pictured with the Yarrton's commanding officer, Lieut. David Rydiard (left), and Capt. Bob Moland, Captain-in-Charge Hong Kong.

Picture: Sgt Jerry Chance, R.A.F.

## EMBROIDERING HISTORY

The Overlord Embroidery, commemorating events leading up to and concluding with victory in the Battle of Normandy in August 1944, is on permanent display in the Porter Tun Room of Whitbread's Brewery, Chiswell Street, London.

Commissioned by Lord Dulverton in 1968, the Embroidery is 272ft. long, took five years to complete and was designed by Miss Sandra Lawrence. Her drawings were accurately matched with materials, threads and cords and then applied to a linen base by 20 ladies of the Royal School of Needlework.

The Embroidery, unique of its kind, consists of 34 panels each 8ft. long by 3ft. wide. Allied soldiers, sailors and airmen figure prominently but the emphasis is also placed on the substantial contributions made by civilians in industry, agriculture, Civil Defence and the Merchant Navy.

## The MRCA ground and air crew are looking for a few explanations



Easams, with their overall responsibility for the development of the Tornado Avionic Systems, are looking for several highly skilled **Artificers/Mechanicians** to join their training department as instructors.

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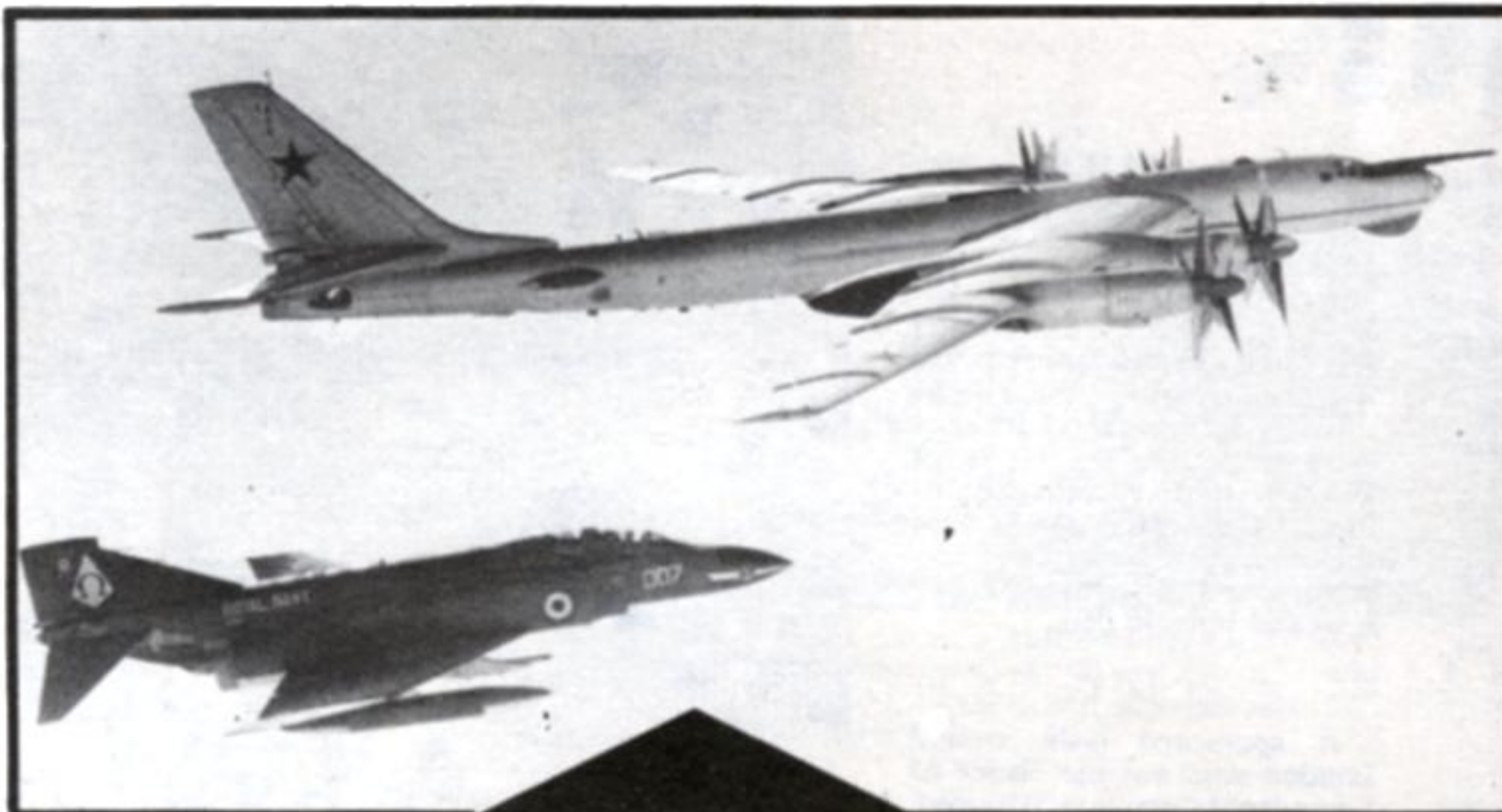
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# FLOSSIE AND IVAN GO



H.M.S. Ark Royal is shadowed by the Russian Kresta II class, Admiral Makarov . . .

Who better than 007 to keep an eye on a visiting Russian Bear "D" of the Soviet Naval Air Force during the prelude to Exercise Northern Wedding? The "James Bond" Phantom aircraft of 892 Squadron, H.M.S. Ark Royal, was pictured on its "spies" mission by Lieut. Taff Davies.

**AND LOOK  
WHO'S  
SPYING ON  
THE SPIES!**

Two uninvited guests — Flossie and Ivan — turned up at Exercise Northern Wedding. But they failed to disrupt what has been described as one of the largest maritime exercises to be staged by NATO.

Hurricane Flossie, blowing in from the West, hit the tail end of the exercise and although ships were affected by the bad weather, the show went on.

Ivan arrived from the East in the form of Russian "shadow" aircraft and ships, like curious passers-by at the nuptials, to play the usual game of "we know what you're doing."

H.M.S. Ark Royal played yet another leading role in a NATO capacity — her last in the familiar waters of the Eastern Atlantic, North Sea and the Channel.

She joined U.S.S. Forrestal and a force of well over 200 other ships and submarines, almost 900 fixed wing aircraft and more than 40,000 men to demonstrate NATO's continuing resolve to maintain an effective deterrent against any would-be aggressor to the Alliance's 15 member nations.

Units from Belgium, Canada, Denmark, the Federal Republic of Germany, The Netherlands, Norway,



Russian Hormone helicopter

Portugal, the United Kingdom and the United States of America practised rapid reinforcement and re-supply of Europe in times of tension and war. More than 40 British ships took

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# TO THE WEDDING . . .



... and by the Krivak class, Bditelny.



Picture: LA(Phot) Stewart Kent.

part, including Royal Fleet Auxiliary and Royal Naval Reserve vessels.

H.M.S. Hermes, with 40 Commando Group, 845 Squadron, aircraft from both 826 and 819 Squadrons, and her regular squadron, 814, embarked, became international with the addition of 11 Company of the First Amphibious Combat Group of the Royal Netherlands Marine Corps.

The Hermes, H.M.S. Fearless and three "Sir" class R.F.A.s combined with the 4th Maritime Amphibious Brigade to conduct amphibious landings of a total of 8,000 Marines in the Shetland Isles.

Part of the landings were watched by Lord Winterbottom, Government spokesman on defence in the House of Lords, who spent four days in the Hermes.

H.M.S. Bacchante and H.M.S. Hubberston played a prominent part respectively in the Standing Naval Force Atlantic and the Standing Naval Force Channel.

## SPORTY TYPES



Sailors from H.M.S. London and H.M.S. Fife take part in an inter-ship sports afternoon on the London's flight deck during passage across the Atlantic.

## BERWICK PLAYS THE SHADOW

H.M.S. Berwick (foreground) shadows the Speshny, a Russian Kotlin-class destroyer in the English Channel. Later the Berwick steamed north for a five-day visit to the town from which she takes her name. It was her first such trip since completing a major refit at Devonport.

Although curtailed by rough weather, the visit to Berwick was much enjoyed by ship's company and townsfolk alike. Cdr. John Tolhurst, commanding officer of the anti-submarine frigate, presented to the town the engraved case of the first shell fired from H.M.S. Berwick.

A cocktail party was held on board, and the ship's company enjoyed many parties ashore. A Berwick v. Berwick soccer match resulted in a spirited 1-1 draw.

Bad weather brought the visit to an end a day ahead of schedule, with more than 30 of the ship's company having to be ferried aboard in a two-hour airlift operation by the ship's Wasp helicopter. Conditions were too rough for the liberty boat, so the Wasp was called in to lift three men at a time back on board.



Right: A Royal Marines landing craft heading for the beach passes the Royal Fleet Auxiliary logistic landing ship Sir Tristram during Exercise Northern Wedding.



## FIFE TOWS LONDON

In the Atlantic, H.M.S. Fife takes H.M.S. London in tow as part of an exercise in preparation for Northern Wedding.

The Fife left Portsmouth in late July and spent a week in Bermuda and a week in Baltimore before sailing to Norfolk to join the Ark Royal, London and other R.N. ships for the return passage across the Atlantic.

The London, which had accompanied the Fife to Bermuda, visited Philadelphia before meeting up with the other ships in Norfolk.

Picture: LA(Phot) Iain Ferguson.

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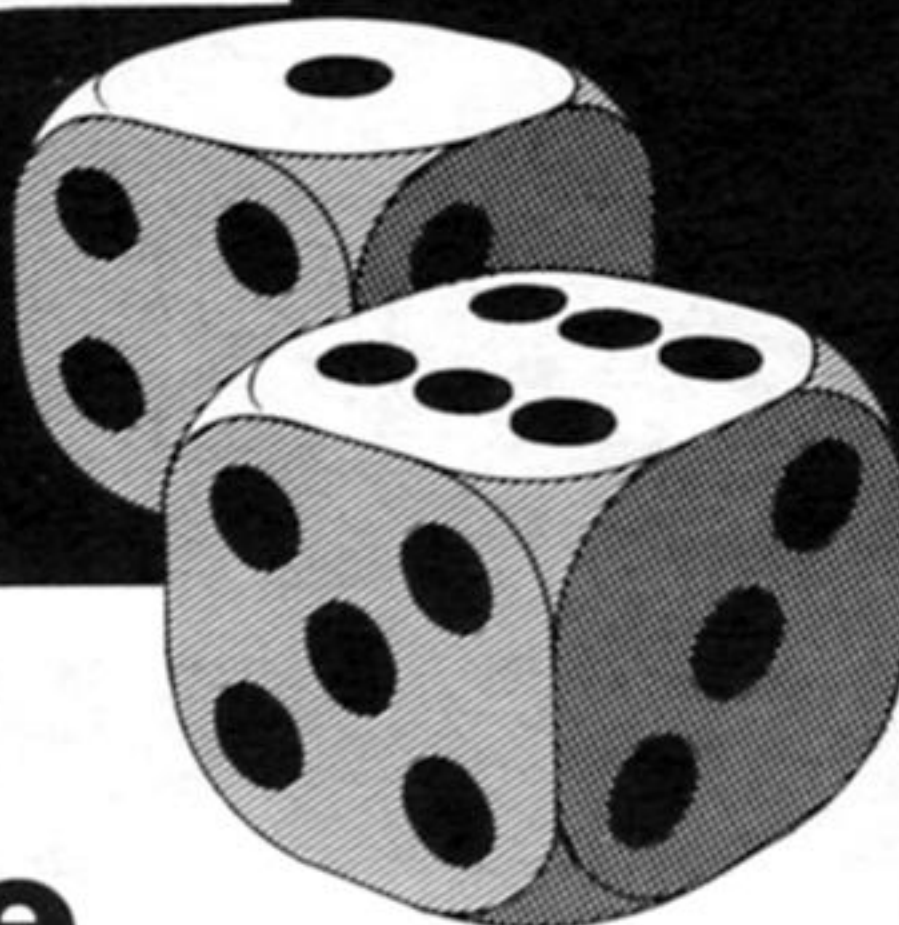
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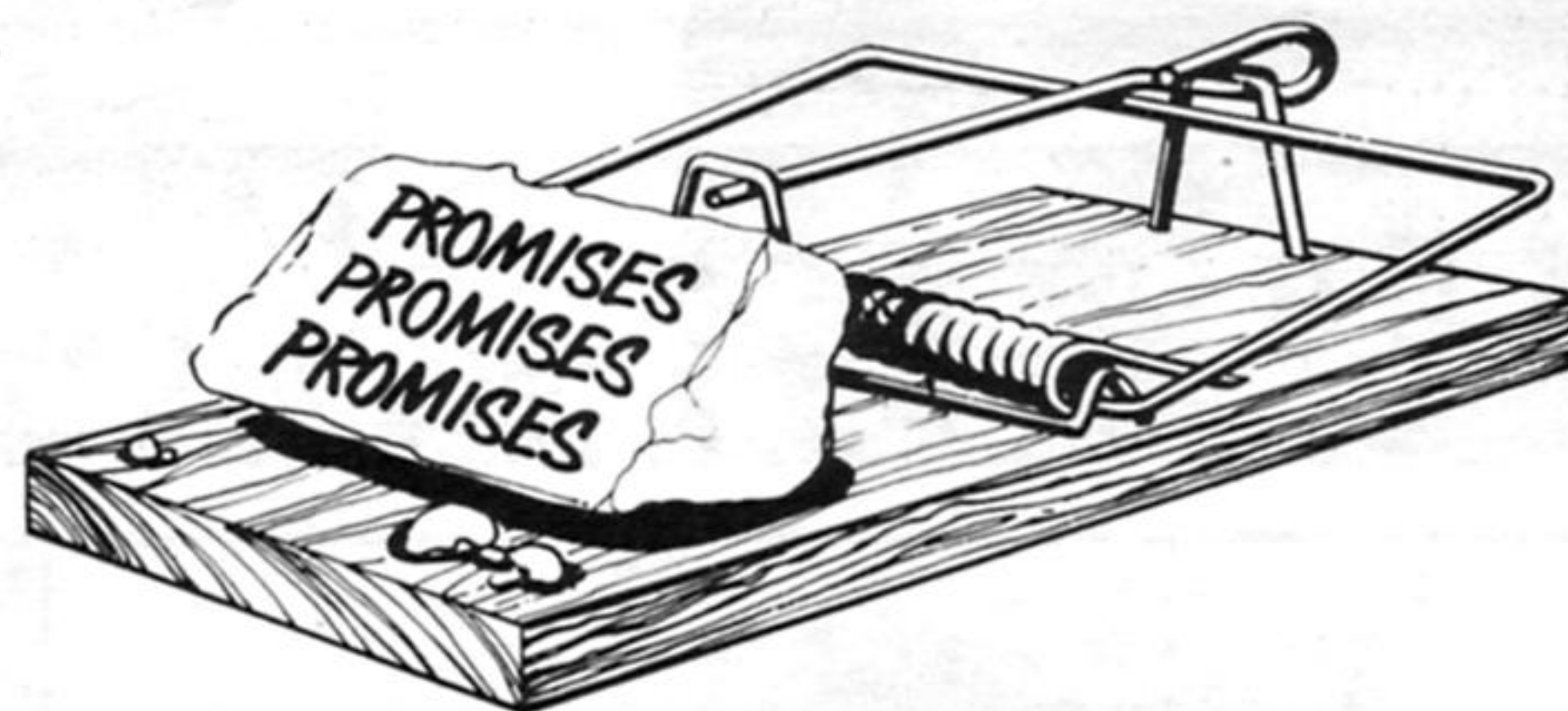
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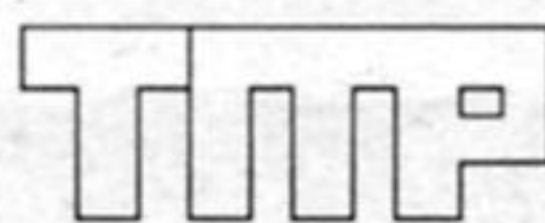
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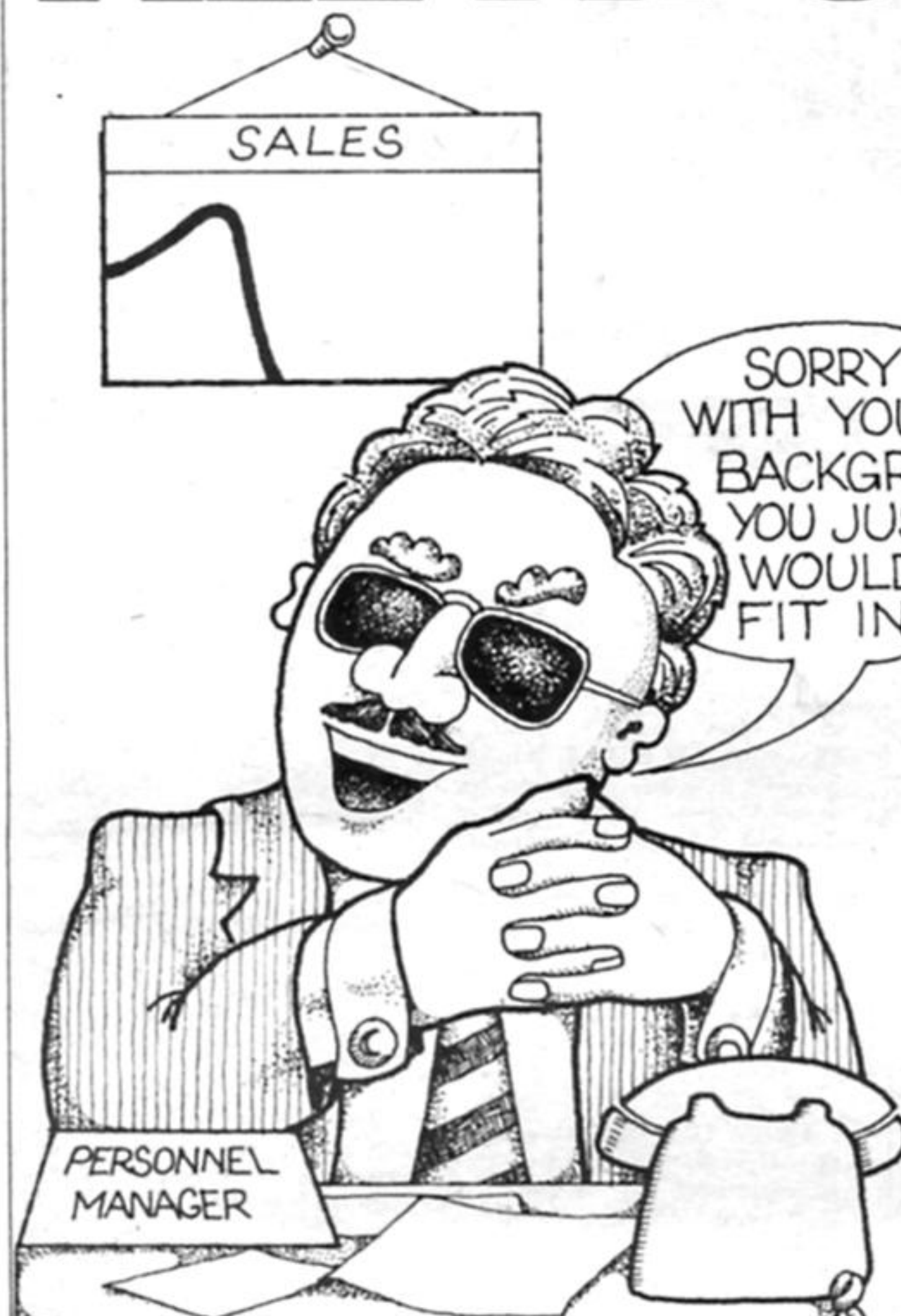
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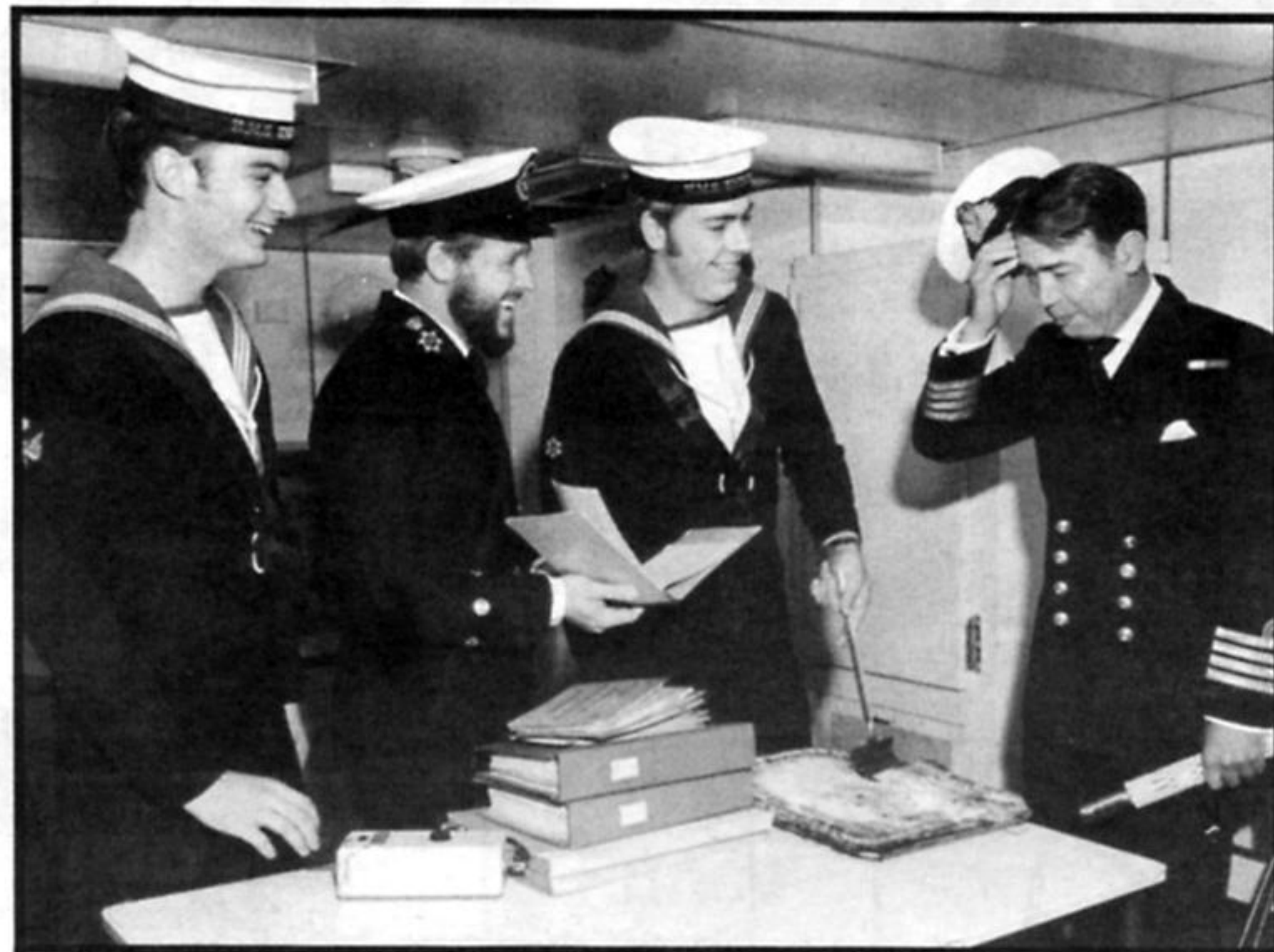


# ENDURANCE TEST!

## Ice ship plays the name game

Capt. James Lord, the new commanding officer of the Royal Navy's Chatham-based ice patrol ship, H.M.S. Endurance, could be forgiven for thinking the joke was on him. On a walk around the ship he met three members of the ship's company type-cast for their jobs. They are (from left), RO1 Sam Morse, CPOSA Alan Ledger and Caterer Philip Pye. Another surprise — the ship was inspected by both a mayor and an admiral. They were one and the same person — Coun. Mrs. Daphne MacDonald, who, as Mayor of Medway, holds the position of Admiral of the river.

Picture: LA(Phot) Paul Gibson



## NAVY NEWS . . .

Mr. Robert Banks, MP for H.M.S. Cleopatra's adoptive town of Harrogate, spent two days at sea in the ship while she was in the Clyde areas. He met and talked with many of the Cleopatra's company.

Penzance line has been officially named "Fearless" by the commanding officer of H.M.S. Fearless, Capt. W. R. S. Thomas. The locomotive now boasts two H.M.S. Fearless crests specially made in the assault ship.

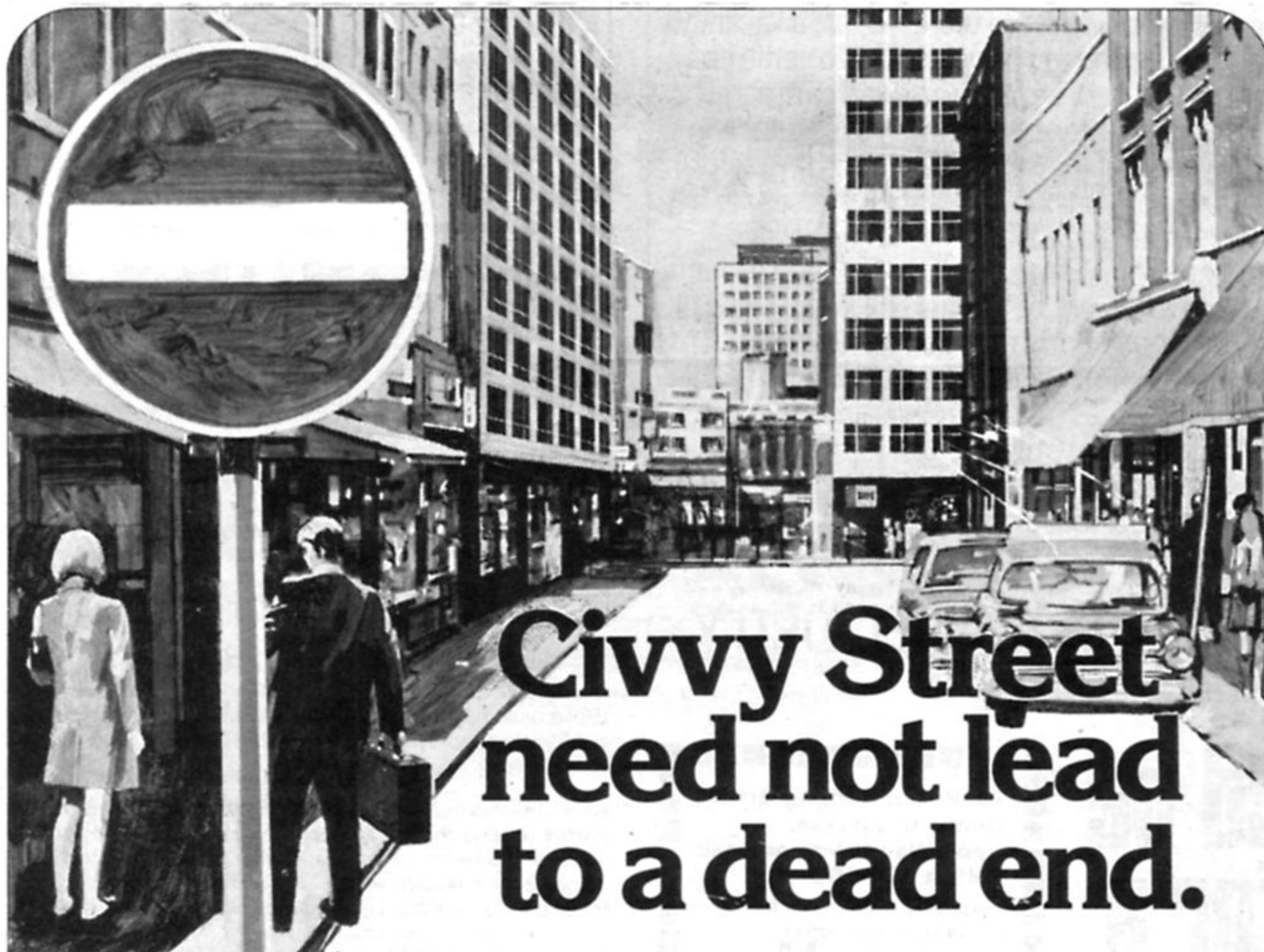
★ ★ ★  
The fort of H.M.S. St Angelo provided a suitable backdrop for a superb display by the band of the Royal Marines Commando Forces at a reception given by Flag Officer Malta, Rear-Admiral O. N. A. Cecil, officers of the R.N. and R.M. and the British Army. Among the guests were Mrs. Buttigieg, wife of the president of Malta, and members of the Diplomatic Corps.

★ ★ ★  
An exhibition explaining the work of the Commonwealth War Graves Commission is to be staged in the South Transept of Chester Cathedral from November 2-17. It will be manned by full-time Commission staff who will be able to arrange the tracing of graves or commemorations of any casualties of the two world wars.

★ ★ ★  
LREM Gary Smith won the H.M.S. Dryad chess championship by beating the Captain of Dryad, Capt. John Cadell, in the final of the competition.

★ ★ ★  
The 700-strong British military community serving in the Southern Region of NATO, together with the congregation of Christ Church, Naples, organized a summer fete to raise money for church funds and British military charities. A cricket match and a replica of an English pub were two of the most popular diversions.

★ ★ ★  
A ten-year-old 50-class locomotive used on the Paddington to



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## Seems like a good place to park . . .

Fishery protection can have many meanings — as H.M.S. Wotton discovered when operating from Douglas, Isle of Man.

In these waters she found the fishing vessel Jacob Johannes stranded. She had fouled her screw when recovering her trawl and could not free her net from the propeller.

The Wotton, with no divers on board, could not help with the net but did the next best thing, towing the stricken vessel to Douglas.

To pass through the harbour the tow was transferred from astern to abeam and the two ships settled down alongside.

Next morning the Wotton learned the meaning of local fishery protection. Overnight she became a berthing target and was hemmed in by a total of seven fishing vessels.

## Sultan's TECs

Thirty-seven mechanics have qualified in H.M.S. Sultan for the Technical Education Council's diploma of marine and mechanical engineering. They received their diplomas from the Director of the Naval Education Service, Rear-Admiral John Bell.

This was the first time TEC diplomas had been awarded to mechanics qualifying in Sultan, and marks another milestone in the pursuit of national recognition for naval training.

# Meet the mini-Mohawk



For the benefit of those without bionic eyesight or a handy magnifying glass, the sight enthralling all those sailors at the stern of H.M.S. Mohawk is . . . H.M.S. Mohawk.

Or, to be more precise — the precision is what this story is all about — it's a mini-Mohawk.

Mr. David Scoble, of Saltash, Cornwall, a shipwright in Devonport Dockyard, spent two years building the radio-controlled scale model of the frigate, and judging by the reception he and his model received when he demonstrated it to the ship's company, it was well worth the effort. Mohawk minor was also a major attraction at Plymouth Navy Days. The second picture shows Cdr. R. F. Cobbold, commanding officer of H.M.S. Mohawk (the big one) presenting a ship's crest to Mr. Scoble.

## ... IN BRIEF

The first R.A.F. Search and Rescue crews to be trained at R.N. Air station Cuddecombe's R.A.F. Sea King Training Unit have completed their course and are to be deployed to R.A.F. Lossiemouth. A second course started on September 4.

Accommodation at the Union Jack Club, London, is being offered at reduced rates over the Christmas period, December 22-27. All other ranks of the Armed Forces are automatically members of the club without payment of a subscription. Advance bookings should be made in writing to the Union Jack Club, Sandell Street, London SE1 8UJ, by November 30.

Captain Cook's birth 250 years ago is celebrated this month by the issue of a Royal Navy stamp cover. Details are available from the R.N. Philatelic Officer, Fleet

Air Arm Museum, R.N. air station Yeovilton. Still to be confirmed is the date of a special cover to mark the paying off of H.M.S. Ark Royal.

The annual National Service for Seafarers in St Paul's Cathedral will be held on October 18 at 1745. The service has been held every year since 1905 with the exception of a gap during the Second World War. Tickets can be obtained from The Missions to Seamen, St Michael Paternoster Royal, College Hill, London EC4R 2RL, or at the West Door of the Cathedral before the service.

H.M.S. Collingwood Volunteer Band has been presented with two marches composed by a professor of music and music therapy at the Royal Schools of Music. Professor Peter Webb, of Gosport, wrote the pieces especially for the band after visiting Collingwood to donate several items to its museum.

The Clyde Area of the Royal Naval Auxiliary Service has taken delivery of Supporter, the second Fleet tender in the five being built for the RNXS. She will replace the 23-year-old minesweeper Tongham.

The latest exchange visit between H.M.S. Guernsey and 201 Squadron R.A.F. Kinloss, which is affiliated to the Island of Guernsey, took place when Lieut.-Cdr. Chris Welland commanding officer of the fishery protection vessel, visited the squadron with two other officers.

A "yard of ale" drinking competition marked the official opening of the "Yard's Enough Inn" in the Senior Rate Wrens Mess, H.M.S. Dolphin.

A Mk 22 de Havilland Sea Venom which has been on display in H.M.S. Dryad for the past eight years has been dismantled and taken to the de Havilland Mosquito Aircraft Museum at Hatfield, Herts., to be restored. The canvas covered wooden fuselage, built in 1957, had deteriorated. The Museum Supporters Society wish to hear from any readers who have pictures of the Sea Venom (XG 730) in operational service.

The Navy's oldest frigate, H.M.S. Dundas, is standing in for H.M.S. Fury, the pre-war F class destroyer in Thames Television series "Edward VIII and Mrs. Simpson" which starts on November 8. The Fury was the ship used by the ex-King when he sailed from Portsmouth to France after abdicating.

## Now it's 'H.M.S.' Garelochhead!

A total of 142 cadets from 42 different schools attended the Combined Cadet Force Summer Camp, held this year for the first time at the Army Training Camp at Garelochhead.

The camp, commanded in turn by Capt. P. Rees, R.N.R., Captain of London Division Royal Naval Reserve, and Cdr. RO1 Borradaile R.N.R. (CCF) Wellington College, provided its own domestic support — a Royal Navy ship's company of two officers, three senior and 16 junior ratings, who volunteered as a duty commitment.

The week-long courses of expedition training and boatwork included sailing 32 ft. cutters and 27 ft. Montague whalers, power-boat handling, orienteering, canoeing, rock climbing and abseiling.

The camp formerly took place annually at Loch Ewe before the naval establishment there closed.

H.M.S. Odin, after refitting at Rosyth and rededicated at Scotts Shipyard Greenock, will rejoin the First Submarine Squadron at H.M.S. Dolphin, after workup.

The £160 cost of a sail training cruise in the "Malcolm Miller" has been provided by the proprietor of Errolgrange Insurance for JRO Earl Maxwell Baker of H.M.S. Mercury.

navigation faculties to a bosun race, a whaler sailing and pulling race, and a whaler paddling race. Capt. John Cadell, captain of SMOPS, H.M.S. Dryad, presented the trophies.

A "conducted" tour of R.N. air station Cuddecombe was laid on for the Coventry Cathedral choir. Their guide was PO Ginger Parry, the visits liaison petty officer.

During its ten-month run at the National Maritime Museum the WRNS Exhibition was seen by 200,500 visitors.

One of the first tasks for the recently re-formed H.M.S. Gurkha Flight was to take part in Aldershot Army Display. While there they visited the 6th Gurkha Rifles at Queen Elizabeth Barracks, Church Crookham.

The Flight was preparing to re-embark in the frigate in mid-October after completion of a Rosyth refit.

## OBITUARIES

R. K. Miller, Cpl. 42 Cdo., R.M. August 17.  
P. G. Gray, JN AM(AE), RNAS Yeovilton, August 31.  
K. J. Moorhead, Lieut. H.M.S. Dryad, September 8.  
K. D. Spencer, POEL (A), H.M.S. Dolphin, September 8.  
D. R. Cockerill, Lieut. H.M.S. Seahawk, September 10.  
R. Barnaby, FCREL (A), H.M.S. Drake, September 10.  
D. Beckett, A/REM1, H.M.S. Intrepid, September 11.

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## MEDAL DISPLAY AT MUSEUM

The Royal Humane Society bronze, silver and gold medals of a former gunnery officer, George Chainey, are on display in the colonnades of the Royal Naval Museum, Portsmouth.

The silver and gold medals were awarded in 1897, for rescuing four lives when he served in H.M.S. Dryad. The bronze medal, presented eight years later, was awarded for rescuing a naval signalman when he served in H.M.S. Vulcan.

A plate and gruel bowl belonging to Mr. Henry Winsor, who served in H.M.S. Discovery when she sailed from Portsmouth for the Arctic in 1875, have been presented to the museum. The pottery, decorated with a polar bear motif and the word Discovery will be placed in the Arctic exploration section of a new gallery.

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## SPORT

## ANYONE FOR ST MORITZ?

Anyone interested in three weeks at St Moritz and a bit of high-speed tobogganing should read on! The R.N. Cresta team is preparing to do battle against the Army and R.A.F. at St Moritz on January 31, and is looking for new riders.

The Cresta is a high-speed descent down a ¼ mile man-made ice run which measures 514ft. through ten banked corners. A single, crash-helmeted rider lies head down on the

toboggan and negotiates the course with only his spiked boot caps to aid braking and steering.

## INSTRUCTION

Novices are carefully instructed, but can quickly progress to descents at up to 80 m.p.h. Five members of last year's Navy team were first year novices.

Nobody goes to St Moritz for three weeks to concentrate exclusively on the Cresta.

Although it is possible to part with a year's pay in one evening at the Palace Hotel, there are several levels of social life in St Moritz and impoverished members of the R.N. Cresta, bob and ski teams have existed happily there for many years. And it is never dull.

If you are interested in joining the naval team training period from January 14 to February 4, write to Lieut. A. C. Osborne, H.M.S. Norfolk, B.F.P.O. Ships, London.

## Two Navy veterans honoured

Two stalwarts of Royal Navy athletics were honoured at the annual meeting of R.N.A.C. (South) last month. FCPO Laurie Bell (RNDO) and FCPO Gerry Buck (H.M.S. Temeraire) have both served the club for more than 25 years, and both will be leaving the Service at the end of the year.

FCPO Bell was the first appointed Navy athletics coach

## ATHLETICS

and has a record of hammer and discus championship wins that embrace the Navy, Hampshire, and Southern Counties. He has also competed very successfully at Masters championships all over the world.

FCPO Buck's sprinting career covers everything from holding the Navy 100 yds. record in 1953 to winning the New Zealand national veterans title in 1975. He has also been a force in Navy boxing, soccer and tennis.

## AWARDS

Awards presented at the meeting were — Centaur Trophy (best track performer), CEA App Terry Price (H.M.S. Scylla); Sussex Bowl (best field performer), RELMN Trevor Walhen (H.M.S. Nelson); Three Mile Trophy, AB Steve Hall; Sinfeld Trophy (best 800m. time), Lieut.-Cdr. Dave Furneaux (H.M.S. Daedalus); Most Improved Athlete, MEM Errol Johnson (H.M.S. Antrim).

## PAPE WINS

Veteran athlete Lieut.-Cdr. Bob Pape, first lieutenant of H.M.S. Sultan, won his age group in the Southern Counties ten-mile road running championship last month.

Lieut.-Cdr. Pape, who first ran for a Navy team in 1939, leaves the Service at the end of this year.

Since 1939 he has run in over 900 races in various parts of the world.

## SOCCER

## Neptune lead goal rush

There was nothing dull about the first round of the Navy Cup qualifying competition which got underway at the end of last month. Goal scorers had a field day.

H.M.S. Neptune cracked eight past M.C.M. Flotilla Rosyth, while Dolphin scored seven against near-neighbours Centurion, and Osprey and Pembroke both hit five against their opponents.

The cup holders, H.M.S. Collingwood, play their first match against the winners of the H.M.S. President-R. M. Deal tie.

First round results so far are — H.M.S. Kent 2, H.M.S. Antrim 0; H.M.S. Vernon 3, H.M.S. Newcastle 1; H.M.S. Sultan 4, H.M.S. Daedalus 1; H.M.S. Osprey 5, R.M. Poole 1; H.M.S. Pembroke 5, H.M.S. Nelson 4; H.M.S. Dolphin 7, H.M.S. Centurion 1; H.M.S. Amazon 3, RNEC Manadon 2; H.M.S. Neptune 8, M.C.M. Flotilla

## Dryad open

Lieut. Alan Bray won the H.M.S. Dryad open golf championship with a score of 71. Second was Lieut.-Cdr. Rob Dixon, and third Cdr. Jonathan Findlay, the defending champion.

## GOLF

## Clean sweep Portsmouth win again

Starting as hot favourites, Portsmouth duly won the Inter-Command match play championships held at Royal Cinque Ports Golf Club, Deal, writes John Weekes.

This is the third year in succession that Portsmouth have won the match play, and they did it in style with a rare clean sweep over all the other commands.

Plymouth were expected to run Portsmouth close but could not field their strongest team and faded badly after a good start. Royal Marines, on the other hand, lost their first two matches but won their last three to finish in second place.

Full results were — 1, Portsmouth (5 points, 21½ matches for — 8½ against); 2, R.M. (3, 17½—12½); 3, Fleet and Medway and Naval Air Command (both 2, 13½—16½); 5, Plymouth (2, 13—17); 6, Scotland (1, 11—19).

## WINNERS

Four golfers won all their individual matches — Cdr. John McGregor (H.M. Dockyard Devonport), CPO Trevor Rhodes (Sultan), Lieut. Ian Yuill (Daedalus) and Musn David Sharp (FONAC). Also to be congratulated were those who went through the championships undefeated — Cpl Stan Brittain (Cdo Log Rgt), Lieut. Jim Christie (Centurion), Lieut. Roger Hockey (Dryad) and FCPO Barry Vernon (H.M.S. Vernon).

## PLAYED WELL

Several other golfers played particularly well. Sub-Lieut. Nick Gasson (H.M.S. Aurora) won four out of five playing at number one for Fleet & Medway. His one defeat was by WO2 John Whelton (R.M. Deal) who was on top form for that match, while one of his wins was over Lieut.-Cdr. Brian Grant (RNH Stonehouse), who also won all his other games.

CPO Tony McCarthy (H.M.S. Minerva) was originally chosen by Fleet & Medway but eventually played for Scotland, who could only muster five players. He did

very well out of it, gaining 3½ out of 5 points and only tactfully losing to his first team, Fleet & Medway.

## FATHER AND SON

I believe these championships to be the first time that a father and son played. This distinction belongs to CPO Mick Grieve (Plymouth) and REA App Stephen Grieve (Naval Air). What a pity that Mick's brother, Lieut. Jim Grieve (H.M.S. Avenger) could not be there to be complete a family golfing trio.

## CIVIL SERVICE

The Navy have played the Civil Service for more than 20 years — and never won. This year the Navy was 5—2 up mid-way through the afternoon and a famous first victory looked on the cards. Sadly, the Civil Service tail wagged strongly and the fixture ended with the usual result.

The Civil Service's strong team included a county champion and several scratch or one handicap

players, but they found themselves 3—2 down after the morning foursomes.

The Navy's winning pairs were Lieut. Malcolm Edmunds (Hermes) and Lieut.-Cdr. Brian Grant (R.N. Hospital Stonehouse); Lieut. Alan Bray (Dryad) and Lieut. Roger Hockey (Excellent); and the veterans from MOD London, Lieut.-Cdr. Ron McLean and Lieut.-Cdr. Paul De Vivier.

## CLOSE-FOUGHT

Edmunds, Bray and Lieut.-Cdr. Alec Wallace (Vernon) won their singles during the close-fought afternoon encounters. Of 13 matches played, seven finished on the last green and six on the 17th.

Another tough fixture for the Navy is the match against Dunbartonshire, which the Navy has won only twice. This year the Navy lost 11—4, and the only victory in the singles came from Mid. Doug Imrie who is shortly to leave the Navy.

## VICTORIOUS VERNON!

H.M.S. Vernon became the first establishment to win the Navy Cricket Cup since it was inaugurated in 1972 when in the final at U.S. Portsmouth they easily defeated the winners of the Plymouth area, H.M.S. Drake.

It was a particular triumph for the Captain of H.M.S. Vernon, Capt. Mike O'Kelly, as it was his last day in office before handing

## CRICKET

over and the first time a commanding officer had played in the final, writes Derek Oakley.

Batting first, Vernon made a brisk start with O'Kelly hitting 15, but the meat of the innings was provided by Sub-Lieut. Charles Gilbert, a new Navy cap this season, who hit out for a polished, if not chanceless, 63.

The Drake bowling, led by Walker (2—19) and Bennett (2—13) was steady but not penetrative enough. After 35 overs, Vernon's innings closed on 166, a formidable but not unbeatable score.

Relying entirely on seam bowlers, Vernon kept the West countrymen struggling and they were always behind the clock. Good innings from Daykin (24) and Healey (20) kept their chances alive, but the all-round strength



Sub-Lieut. Charles Gilbert enjoys a moment of triumph with Capt. Mike O'Kelly, after their team, H.M.S. Vernon, had beaten H.M.S. Drake to win the Navy Cup cricket final. Sub-Lieut. Gilbert scored 63, and for Capt. O'Kelly it was his last day as captain of the establishment.

of Vernon, coupled with some good fielding, was too much and they were all out in the 30th over for 119, with Barry Hughes taking 3—26 and Tony Rayne 3—28.

In the semi-finals Drake had surprisingly beaten Sultan and Vernon and put paid to an enthusiastic and youthful Caledonia side, who had reached the final against Vernon in 1976.

Fleet Six-a-Side Cricket Festival finals:

Portsmouth — H.M.S. Kent beat H.M.S. Sheffield by nine runs.

Plymouth — H.M.S. Mohawk beat H.M.S. Berwick by 22 runs.



POPTI Andy Cullen (H.M.S. Collingwood) made a private bid on the Top of the Rock race record while he was in Gibraltar for a two-week spell of duty at the Nuffield swimming pool. A Navy cross-country runner, he got to the top in 19min. 16.5sec. —

## Rock race record?

smashing the existing record by 13.5 seconds.

Now PO Cullen, being timed here by CPOPTI Norman Austwick, must wait to see if his time is accepted as an official record. Top of the Rock races are usually organized as ship events.

## Edmonton jurors

Two members of the R.N. Athletic Club (South) served on the jury of appeal at the Commonwealth Games in Edmonton, Canada. They were Lieut.-Cdr. Cyril A. Sinfeld R.N. (ret.) and Sam Johnson, an ex-CPO in the Royal Navy and former lieutenant in the R.N.Z.N.

Lieut.-Cdr. Sinfeld served in similar capacity at the Commonwealth gatherings in Jamaica, Edinburgh and New Zealand.



## SPORT

# Juniors win the lot as seniors fail

Bitter disappointment at defeat in the Inter-Service senior swimming championships was somewhat tempered by a magnificent Navy performance at junior level.

The Navy youngsters won both swimming and diving competitions outright, and went on to share the water polo championship with the Army. It was the first such hat-trick of trophies by the Navy for at least ten years.

Favourites for the youth swimming title were the Army, but over-eagerness in the medley relay brought about their disqualification and they eventually lost to the Navy by a single point.

Notable performances by Navy swimmers came from team captain

## SWIMMING

AB Adrian Noble (H.M.S. Osprey), AB Gray Thomas (H.M.S. Vernon) and breast-strokers APP Andy Wills (H.M.S. Caledonia) and OS David Mogg (H.M.S. Arethusa).

JS Simon Towns (H.M.S. Raleigh) led the young divers to success with several spectacular efforts. He was well supported by Branch (Raleigh) and AB Noble.

Navy water polo coach Lieut. Dave Auton (H.M.S. Dolphin) had drummed into his juniors the importance of commitment and fitness, and this certainly paid off against the Army.

Trailing after the first quarter, the Navy came back strongly through OEM Pete Holroyd (H.M.S. Antrim) and OEM Osborne (H.M.S. Collingwood) to tie the game at 8-8. Holroyd smashed home a shot in the last second, but the final whistle blew before the ball had hit the back of the net.

## SENIORS

The senior swimming championship was held at Catterick, and the diving at Stockton-on-Tees.

Navy coach Sandy Hindshaw was apprehensive about the Navy's lack of class breaststroke swimmers to match the Army, and his fears were justified. The Navy could not make up lost ground in other events and finished a disappointing third as the R.A.F. nipped ahead of the Army on a disqualification in the relays.

Navy captain, Lieut. Alex Wilson-Mills (45 Cdo R.M.) put up a spectacular swim in the individual medley, with Mne Ian Stoughton (40 Cdo) close behind. Sub-Lieut. Ian Hughes (RNEC Manadon) earned a first place in record time, and LWrens Lindsay Arbus (H.M.S. Pembroke) and Sue Annettes (Osprey) and Wren Jackie Eaton (H.M.S. Daedalus) all broke Navy records.

## DIVING

In spite of the quality of his diving, JS Simon Towns (Raleigh) was out-pointed in both 3m. springboard and 5m. firmboard events.

Several juniors made the grade into the senior Navy water polo squad and worked very well with established players such as Cpl Keith Sturgess (R.M.) and CPO Nigel Folley (Drake).

In the Inter-Services tournament, the Navy lost 8-4 to the R.A.F. and beat the Army 9-3.

Five Navy players — Sub-Lieut. Dave Wilson (Heron), CPO Nigel Folley (Drake), PO Tiny Marshall (845 Squadron, Heron), LPT Mick Flaherty (Drake) and Cpl Keith Sturgess — were selected to represent Combined Services.

## WHEN, WHAT, WHERE

### OCTOBER

- 4 — Angling: HMS Dolphin and open championship (HMS Dolphin); Football: Semi-final — Navy Cup qualifying competition.
- 6 — Squash: RN v Surrey (Woking).
- 7 — Equestrian: RN show jumping team Inter-Service event (Northwood); Squash: WRNS Inter-Establishment tournament (HMS Nelson).
- 7-8 — Sub-Aqua: RNRM diving week-end (Fort Bovisand).
- 7-8 — Golf: Cornish Piskey (Newquay, Cornwall).
- 8 — Equestrian: RN one-day event (HMS Dryad). Volleyball: WRNS v Poole and Ashcombe (HMS Sultan).
- 8-9 — Hockey: RN U-21 Inter-Command tournament (HMS Caledonia).
- 10 — Swimming: Water polo, diving, Masters tournament (London).
- 11 — Football: Divisional Finals — Navy Cup; Hockey: RN Hockey knock-out cup, second round; Angling: Inter-Service course championship (Hunt-

- spill). 13-14 — Squash: RN v Cambridge and Ganders (St John's College, Cambridge).
- 16-17 — Netball: WRNS Inter-group championship (HMS Nelson).
- 18 — Football: RN Navy Cup semi-finals.
- 19-20 — Volleyball: RN Inter-Unit championships (HMS Nelson).
- 19-21 — Badminton: RN open championships (HMS Sultan).
- 20 — Squash: RN v BRNC (BRNC Dartmouth).
- 21 — Squash: RN v Devon (BRNC Dartmouth).
- 22 — Volleyball: WRNS v Bracknell (HMS Sultan).
- 23-25 — Hockey: WRNS Inter-Group championships (US Portsmouth); RN Hockey Knock-Out Cup quarter-final.
- 25-26 — Boxing: RN novices and youth championship (HMS Drake).
- 27-28 — Badminton: RN Individual championships (HMS Sultan).
- 26-31 — Chess: CS chess championships (Boscombe Down, Wiltshire).
- 27 — Squash: RN v London House (London House).
- 27-28 — Rugby: RN Under-19 Inter-

- Command tournament (Fisgard/Raleigh).
- 28 — Hockey: RN v Guildford (US Portsmouth).
- 30-31 — Table Tennis: WRNS Inter-Group championship (HMS Nelson).

### NOVEMBER

- 1 — Football: Navy Cup — final.
- 1-2 — Judo: RN Championships (HMS Sultan).
- 3 — Squash: RN v RAC (RAC).
- 3-5 — Athletics: WRNS Tetrathlon (HMS Mercury).
- 4-5 — Football: RN Youth Cup competition — semi-finals and final.
- 4-5 Hockey: RN U-21 final trials (Plymouth).
- 4-5 — Netball: WRNS netball service trials (HMS Nelson).
- 5 — Volleyball: WRNS v Whitefield (Bristol); Netball: WRNS v Isle of Wight and Exeter (HMS Nelson); Hockey: RN U21 v Devon U21 (Lym)

# Kelly set to leave Navy

Navy sport will be deprived of one of its brightest stars of recent years when England international welterweight LPT Paul Kelly leaves the Service on November 3.

Kelly won the A.B.A. light-welterweight title for the Royal Navy in 1974 and was again an A.B.A. finalist two years ago.

He returns to Civvy Street with an enviable reputation — that of being the highest esteemed Navy boxer since the illustrious Randolph Turpin.

This month Kelly was due to win his last England vest as a Navy boxer in an international tournament in East Germany. He was

## BOXING

one of several R.N. boxers and officials due to be in action for their country during October.

Outside the ring, Navy coach CPO Mick Shone was chosen to coach the England Under-19 team for their match against East Germany at Rostock on October 18-23, and Lieut. Rod Robertson (Staff Recreation Officer, H.M.S. Pembroke) was to referee at an international tournament in Rotterdam.

AB Wayne Green (H.M.S. Ajax) was chosen for England's meeting against West Germany in Dusseldorf on September 22, and AB Tom Taylor (H.M.S. Hubberton) was named as a reserve. Paul Kelly and Terry Marsh (CTCRM) were also selected, but neither was available.

Next month the serious business of Navy team matches gets under way against Midland Counties at Coventry. For this fixture, on November 6, CPO Shone is expected to bring in several promising but inexperienced boxers to build on last year's Navy success story.

## More points, lower place

Although the Royal Navy dropped a place by finishing third in the Inter-Services Long Range Smallbore Rifle Meeting at Ash ranges on September 16 and 17, the team of eight scored 21 points more than in 1977.

Their total was the highest which the Navy has made in this match, but the R.A.F. improved on their last year's total by 100 points to take second place overall, behind the Regular Army, who took the title for the seventh year in succession. Fourth and fifth were the T.A.V.R. and the R.N.R.

The individual R.N. Long Range Smallbore Rifle Championship was won by FCREA Ted Metcalfe (H.M.S. Amazon), who scored 11 points more than FCPO(M) John Harbige (H.M.S. Excellent).

## Dryad win

H.M.S. Dryad beat H.M.S. Neptune 17-9 in the final to win the 1978 Inter-Establishment netball tournament, played in H.M.S. Nelson. Dryad got to the final by beating Mercury and Osprey, while Neptune reached the final at the expense of Daedalus and Nelson. Twenty-two teams took part.



POPT Tim Kenealy (H.M.S. Nelson) shows the form that has earned him selection to the short-listed modern pentathlon team for the Moscow Olympics.

## MODERN PENTATHLON

# KENEALY AIMS FOR MOSCOW

POPT Tim Kenealy (H.M.S. Nelson) has been short-listed for Britain's modern pentathlon team. He joins a squad of eight that will eventually be reduced to four for Moscow in 1980.

Kenealy, the Navy's top modern pentathlete, and other members of the squad, will be aiming to emulate the gold medal winning performance of Jim Fox's team in Montreal.

According to Navy team manager POPT Clive Plumb, Kenealy's form in the British Open Senior Championships, based on Walton-on-Thames, Surrey, last month, point to his selection for Great Britain.

He finished third overall with 5,081 points, behind Danny Nightingale (Southern) and Richard Phelps (Spartan), first and second respectively.

The R.N. team finished fifth overall. Other individual placings were: 14, LPT Jim Nowak (4,307); 27, Mne Chris Nesbit (3,643); 38, MEM Danny Boon (2,528); 31, MLEM Ray Ankin (reserve, 3,437).

## At sea

MEM Boon was released from his ship, H.M.S. Falmouth, only 14 hours before the competitions, having spent three weeks at sea involved in Exercise Northern Wedding.

## RUGBY

# HAMPSHIRE FILL CUP OF WOE

Fielding only four of last year's Twickenham side, the Royal Navy got off to an uncertain start against Hampshire at Havant's new rugby ground and were comprehensively outplayed in all departments of forward play, writes Mike Vernon.

What ball the Navy did win was invariably untidy, in contrast to Hampshire who received a generous quantity of quality possession which was turned to good account by two speedy wings, a mobile county pack, and the gifted Edwards at scrum-half.

He was responsible for 11 of Hampshire's 35 points by kicking four conversions and a penalty.

## SQUASH

# No new faces on the scene

Navy squash trials held in Portsmouth last month produced no new faces but an encouraging enthusiasm. Players from as far afield as Cuddestone and Faslane turned up.

One disappointment was the lack of young officers, and it is hoped more will materialize before the Under-25 competition in January.

## COACHING

A worthwhile coaching session at H.M.S. Dolphin attracted a dozen players and other sessions are planned at different establishments. Coaching secretary, Lieut.-Cdr. Mike Sauvage (H.M.S. Dauntless) has circulated a questionnaire to area secretaries and would be grateful for its early return.

The Navy team's visit is now being arranged for December 8 and 9 and will include matches at Faslane and Rosyth.

## OVERFLOWED

The cup of woe overflowed near the end when lock Clive Richards quite rightly received his marching orders for an offence committed with a mind-boggling lack of subtlety.

That the long-running feud that precipitated the incident should have been nipped in the bud by the same referee under whom the Navy suffered at Bristol last year is no justification, merely a mitigation.

● A sad footnote comes in the news that Andy Michael, full-back who contributed seven of the Navy's points in their 23-13 win over the R.A.F. in 1974, is being invalided out of the Navy, not, I hasten to say, as a result of a rugby injury. I know his many rugby friends will want to wish him all good fortune.

## U.S. rugby veteran retires

Lieut.-Cdr. Norman Bickford, who for many years has been associated with United Services rugby as player and administrator, has retired from the Navy. A former Navy scrum-half, he has been secretary of the Portsmouth U.S. club for the last four years.



## DANA — BY EXPRESS DELIVERY

When the ship's company of H.M.S. Gurkha opened their morning paper, they knew they had found the girl for them, shapely Dana Walls.

On being asked for more pictures, the Scottish Daily Express went one better. To the delight of the Gurkha, just out of refit

at Rosyth, there on the quay was Dana in the flesh.

Gathering around to protect her from the Scotch mist are Marines Pete Woolridge, Malcolm Gosling and Damon Grant, and Cpl Taff Crowley. One question, though: if Dana becomes a Gurkha, where's she going to keep her kukri?



## 'On-the-spot' aid for families

Staff of two offices serving Gosport's Rowner estate — Welfare at Grange Lane and Social Workers at Nimrod Drive — have now joined forces at 27, Williams Close. At the same time a Welfare Officer has been seconded from main office in H.M.S. Nelson.

The team will provide a service for naval families in the Rowner, Bridgemary and Brockhurst areas, and it means that wives need not spend time and incur travel costs to see the Area Welfare officer/caseworker.

Family Welfare is now incorporated into the Naval Personal and Family Service, which was inaugurated last year, and qualified social workers have joined Regional staffs at Portsmouth, Devonport and Rosyth as they have become available. In the main they have been allocated to estates close to Regional headquarters.

Latest change in the organisation is the amalgamation at Rowner, where 27, Williams Close (Tel. Gosport 83733) becomes a sub-office of Eastern Region.

### Ex-R.N. life-savers

The work of highly professional ex-R.N. diving officers is reducing the death rate among divers operating offshore in the North Sea, said the Under Secretary for Energy (Mr. Alec Eadie). These men, who are members of the Energy Department's diving inspectorate, constantly visit oil and gas installations, he said.

# A little less tar for Jack

"Blue Liner" cigarettes in the Royal Navy are to be a little safer.

The Admiralty Board, in the interests of reducing smoking health hazards, and in line with Government policy on smoking, has decided to institute a marginal reduction in the specification for the tar content.

Both plain and tipped "Blue Liners" will have a two-milligram tar reduction per cigarette, but the change will not affect the current tar bandings — namely "middle" for tipped cigarettes, and "middle to high" for plain cigarettes.

The reduction will not take effect until March 1979, when stocks to the present specification are likely to be exhausted.

## Harrier

(Continued from Page One)

A number of H.M.S. Ark Royal's fixed wing pilots will be transferring to Sea Harriers, and some aircrew in the Navy's flying training "pipeline" are on fixed-wing training with the R.A.F. in preparation for flying the new plane.

Single and two-seat Harriers have operated from an adjustable ski-jump at the Royal Aircraft Establishment, Bedford, since August last year. Trials began at a six-degree angle and have progressed to 17½. Tests at a final angle of 20 degrees will complete the trials there.

British Aerospace state that operational gains from the ski-jump have been proved during the Bedford trials to be greater than predicted. They say that proven operational benefits from a 15-degree ramp include well over one tonne greater military load, or almost two-thirds less take-off roll, plus simpler launch techniques and improved safety of flight.

### Tribal ceremony

Southampton's International Boat Show started on a naval note when the frigate H.M.S. Zulu steamed up Southampton Water bearing world yachtswoman Mrs. Naomi James, who performed the opening ceremony.

## Stores ship may go amphib.

A future role for the stores support ship R.F.A. Tarbatness, currently being used for a floating exhibition of U.K. defence equipment, is being considered, with the possibility that she may be converted into an amphibious assault ship.

This would involve work to allow her to take Royal Marine Commandos, together with their vehicles, equipment and landing craft.

At present the 16,792-ton Tarbatness, which was commissioned 11 years ago, is exhibiting defence equipment on a tour taking her to Greece, Spain, Nigeria, Brazil, Colombia and Tunisia.

## Mine ships

(Continued from Page One)

From October 16 operational control of the ships will be exercised from Rosyth, where the Captain MCM (Capt. David Watts) is based, as will be the new R.N. team responsible for the Tenth MCM Squadron, to be headed by Cdr. Derek Ancona as senior officer. He has responsibility of setting standards for more than 30 crews who man the R.N.R. ships.

Continued existence of the R.N.R., with its dedicated personnel, is regarded as vital for the war role, and the organisation is involved in a number of spheres, particularly in dealing with mines, where it has extensive expertise. This autumn it has participated in Exercise Northern Wedding.

The R.N.R.'s present ships are the patrol craft Sandpiper and Peterel; minehunters Kedleston and Kellington; and sweepers Upton, Crofton, Hodgston, Laleston, Alfriston and Repton.

It is hoped that, with the introduction of the trawler sweepers and a few other changes, each of the 11 divisions will have its own tender.

### Salisbury slips away

H.M.S. Salisbury, one of three R.N. ships due to start new careers with the Egyptian Navy, left Portsmouth quietly in September for Alexandria.

The other frigate involved in the "package deal" is H.M.S. Lincoln, while largest of the trio is the guided missile destroyer Devonshire which, on completion of de-storing at Portsmouth, is to be modernised at Vosper Thornycroft, Southampton.

## Royal pud!

To ensure H.M.Y. Britannia's Christmas pudding is up to seasonal standard, Marine Ron Steele, Rear Admiral Hugh Janion, AB Peddler Palmer and Mrs. Janion pour some vital ingredients into the mixture as CK Mark Taylor wields the "paddle."

Families of Royal Yachtsmen had a day at sea in the Britannia in the Solent and Isle of Wight areas before she left for the Mediterranean to take part in the NATO exercise, Display Determination, where she is playing an active role with the Fleet as a Convoy Commodore's ship.



Picture: LA(Phot) Tom Suddes

## CALENDAR 79

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